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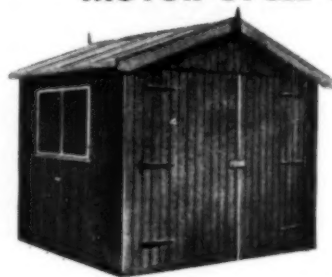
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THE MOTORCYCLE

VOLUME 101 NUMBER 2838

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THURSDAY
21 August 1958

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Assistant Editor
GEORGE WILSON

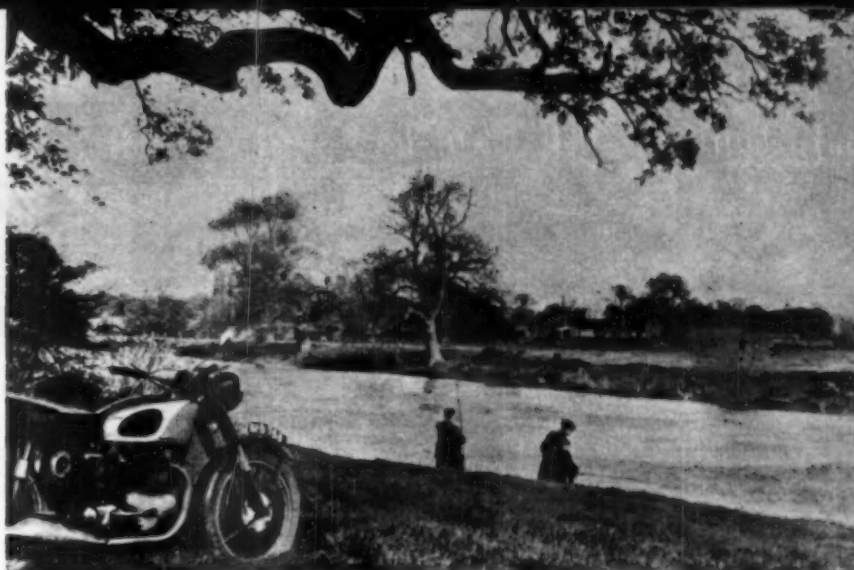
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River fishing is claimed to be one of man's most pleasant and relaxing pastimes. Certainly it fits in well with motor cycling as these two enthusiasts on the Severn have already found

Comfortable and Relaxed

NO two riders adopt precisely similar riding positions even on the same machine. We all have our individual habits and no one would suggest that there are strict rules that must be observed irrespective of comfort. It is, however, significant that among the experts there is a remarkable consistency in the positioning of controls and, allowing for differences in leg and arm length, in the relative setting of handlebar, seat and footrests. Above all, as emphasized in an article in this issue, the expert is invariably comfortable and relaxed.

These two characteristics are the essentials of being fully alert. And alertness is the basis of the anticipation that distinguishes the safe rider or driver. With a body stance that feels natural and controls that come to hand or foot without conscious thought, the rider can give his complete attention to handling his machine and reacting quickly, but without flurry or fuss, to any emergency. Most novices feel at least slightly awkward at first but quickly get accustomed to their machines as experience mounts. While there is no short cut to the skill of the old hand a little time spent in ensuring smooth operation of controls and a comfortable riding position will pay handsome dividends. The relaxed serenity of the expert will as likely as not follow automatically.

Steering Qualities

IN an era when road-racing machines handle superbly and can be ridden at average speeds of around 100 m.p.h. on the tortuous Isle of Man Mountain lap, why are not the steering qualities of all production machines as good as the best? The fact is that although all motor cycles provide an acceptable standard there are still examples of steering which is not so precise as it could be. Undoubtedly most owners are entirely satisfied with machines as they find them—until, perhaps, they have occasion to travel at unaccustomed high speeds on indifferent surfaces or until they have had experience of a model which shows its outstanding steering qualities at more usual speeds.

Of course, steering design is not an exact science. Many variables are involved. Head angle, fork trail, suspension characteristics, the ratio of unsprung to sprung weight, weight distribution and tyres all have a bearing. Even the most able designer expects to finalize a layout only after practical tests on the road. (In the racing sphere it is not unknown for technicians, with the practical advice of star riders, to take a year or more in perfecting the handling qualities of a machine.) Persistent development is the key and no designer of a production machine should consider his work finished until the steering is pluperfect rather than simply acceptable.



Nortons' Diamond Jubilee

THE Norton dominance in British racing is one of the world's finest examples of perseverance rewarded. Reward came slowly. My personal memories of dear old Daddy Norton may be somewhat warped, as I seldom met him except at the T.T. where in the early years he was for long regularly unsuccessful. Everybody knows that Rem Fowler won the twin-cylinder class of the first T.T. in 1907. How long—by your guess, dear reader—was it till Norton won again? Here are the subsequent Senior T.T. winners of the interval: Triumph (twin-cylinder class, Dot), Matchless, Matchless, Indian, Scott, Scott, Rudge, Sunbeam, A.J.S., Sunbeam, Douglas. During that long series two seconds in the Senior and a second and third in the Sidecar T.T. were the sum of Norton successes. You can hardly wonder that I learnt to regard Daddy Norton as a very disappointed but very determined man. It was Alec Bennett who in 1924—17 years after the Rem Fowler initial victory—brought another Norton first past the post. The 1958 stature of this marque was bred over a long trail of disappointment and effort which ultimately led to world domination.

Those Wonderful Alpine Passes

COLLEAGUE "Nitor" was on good ground when he ventilated the idea of "collecting" as many Alpine passes as opportunity permits (August 7). I have climbed practically all, many of them repeatedly. There are two special points

THE MOTOR CYCLE

Occasional Comments

By "IXION"

which concern us as motor cyclists. Ours is by far the best vehicle on which to become acquainted with the passes. We occupy so little room on the narrow roads which repeatedly turn back on themselves at such short intervals. At the wheel of a car there is always a chance of being baulked on a hairpin or of having to stop and wait on a wider section to allow a coach to pass the other way. On the less civilized passes the driver may even have to reverse if he fails to plot his line round a hairpin dead right. The passes conduct you through the most superb scenery in Europe. A timid fellow should avoid some of the minor passes which may have a loose surface and be entirely unguarded along their precipices. Most passes include narrow, curly tunnels of some length; plunging into such a tunnel from bright sunlight, you will see little, even with your headlamp full on, so switch on in good time and enter the blackness slowly. The Alps are, of course, a photographer's paradise.

Sporting Come-backs

IN the world of sport nothing is sadder than an attempted come-back which fails. Such efforts are most obvious in boxing. An ex-champion whose body is thickening, whose eyes are dimming, whose reactions have slowed, needs money and is coaxed by some stupid promoter to return to the ring where, before a horrified, pitying crowd, he is hammered to pulp by a lad half his age. By contrast, nothing is more heartening than to watch a champion whose career has sustained a temporary check return to the scene of his historic victories and reproduce all his old form. Geoff Duke was still quite young when the F.I.M. suspension over that spot of bother in Holland checked his almost unbroken series of sensational triumphs. He is still quite young and it was good to see him register yet another double by winning the 350 and 500 c.c. classes of the Swedish Grand Prix. In each he was chased with the grimmest determination by men of near his own class—Bob Anderson and Dickie Dale. He beat Anderson in the Junior by no more than half a second at over 96 m.p.h. and the timekeepers could barely separate him from Dale's B.M.W. in the Senior event, won, so to speak, by a tyre rather than by a wheel at over 102 m.p.h. Moreover, on

this occasion Duke was no longer the spoilt darling of a foreign factory but riding Nortons—albeit Nortons incorporating experimental features.

Road Full

DURING the last war there were areas of Britain where an uninhibited motor cyclist could frolic more than was prudent before or since. For instance, in a troopless area with petrol sternly rationed, most roads could be strangely empty. I was travelling along one of the really wide roads of the West Country when I waltzed round a broad, easy corner really fast to encounter a small car with a large red headlamp alight on its roof! Musing what this weird sight might mean, I thought it wise to slow considerably. Round the next bend I met the largest vehicle I have ever seen on British roads. It was carrying a de-winged British bomber back to base for repairs after a forced landing.

A Battle Royal

AT the moment a battle royal is waging between the British Road Federation and the Minister of Transport as to whether the kind of obstacle described in my last paragraph shall or shall not be permitted on our new motorways. The M.o.T. has just made an order which says no. The B.R.F. is up in arms about it. Such a vehicle is officially described as an "abnormal, indivisible load." The regulations already require that for a real whopper special permission must be obtained from the M.o.T.; all highway authorities concerned must be informed; and the police or M.o.T. can dictate the route and the times of movement. Little imagination is required to realize that both industry and the services may on occasion be literally forced to deliver colossal articles by road. They can be as obstructive to traffic as a top-size caravan in a Cornish lane and require carefully drilled out-riders fore and aft, since few motorists ever really expect that the next

corner may prove to be totally blocked from hedge to hedge. Since the M.o.T. already has the power to control the movement of abnormal loads as described, it seems strange that such loads should be banned from motorways which, by their very nature, must be wide and fairly straight. But there should be no waiving of the special precautions on motorways: they are just as liable to dense fog by day or night as any other road.

Scooters and Women

SOME of us have been trying for years to persuade the fair sex that motor cycling is an admirable hobby for them. We have never carried success much further than to persuade a number of sweethearts to occupy pillions and a rather smaller number of sweethearts and of youngish wives to occupy side-cars. At last the scooter is succeeding where we have so long failed. At one time no woman felt herself adapted to the motor cycle except such muscular types as the lady who rips London telephone directories to tatters with her bare hands on TV. But today quite a proportion of the scooters sold go to bachelor girls and not a few to wives, who regard a scooter as a mobile armchair on which you can keep clean and look smart. This is all to the good. Anybody who is trying to enlist the ladies into our fraternity should nevertheless give them their introduction on the lightest high-quality scooter available. Female arms are seldom immensely powerful and, anyway, there is a knack in handling an awkwardly shaped mass of metal scaling 2cwt or more: once let it lean away from you at any appreciable angle and it may pull you over on top of it, so at first it compares badly with a light pedal cycle. Give her a trial run on a real lightweight. Then another run. When she finds she can handle the lightweight she can probably be switched to a heavier machine without getting nervy. The heavier scooters probably ride better than the ultra-light types. Of course, the best way of all is to use another woman as your missionary. Your dubious girl will feel from the start that "Anything Mrs. Jones can do, I can do better!"

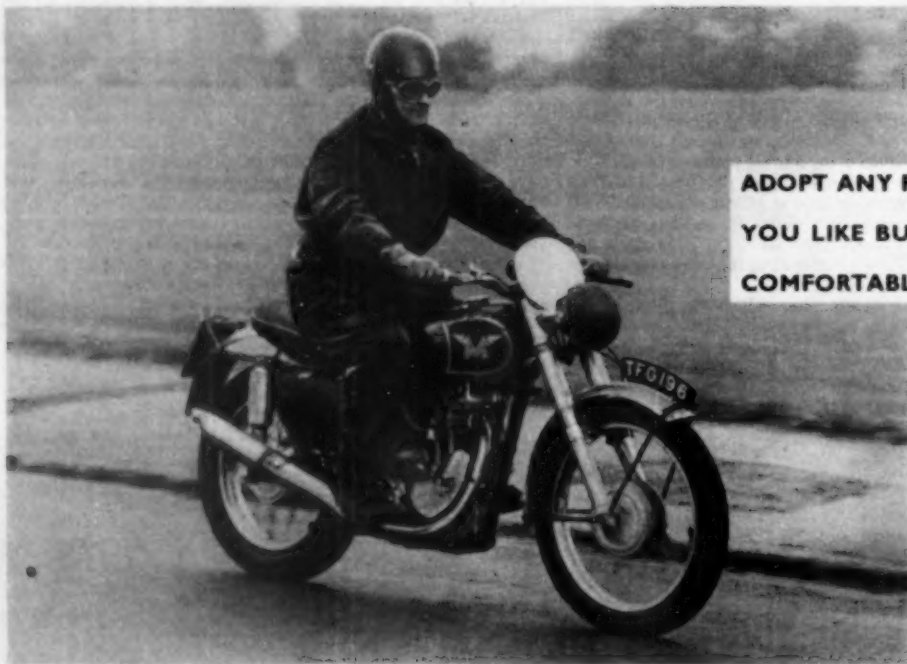
Still among the Congo pygmies. Readers will recall Colin Turnbull's story, published in February, of his trip on an A.J.S. fitted with a Canterbury sidecar from Togoland to the Belgian Congo. These two pictures just received show him with a few friends; in the shot on the right he is making a recording of a pygmy song.



Stately or

By GEORGE WILSON

Sack of
Potatoes



ADOPT ANY RIDING POSITION
YOU LIKE BUT YOU MUST BE
COMFORTABLE AND RELAXED

*Looking so comfortable
that he might almost be
in his favourite armchair
—Bob Manns on an
International Six Days'
Trial Matchless*

THE machine was a pre-war Velocette, one of those over-head-camshaft KTS models with that characteristically deep tank with nearly vertical sides, girder fork and somewhat low handlebar. It was grimy and evidently in use pretty well every day. Its rider was, I guessed, in his middle forties, bare-headed, and wearing a rubber coat. The cameo presented by that combination of machine and rider took me right back 20 years or more, to the time when I ran just such a model and wore just such a garb. But what struck me most as I watched that elderly Velocette burble quietly past was the utterly relaxed, effortless posture of the rider.

What has happened to riding positions these last few years? How come the new dropped-handlebar cult? What is a good riding position? How is it that an old hand appears naturally to adopt the same, easily recognized pose almost irrespective of the machine he is riding? Why is it that each of us has a characteristic seat that seems to be ours alone?

One widely experienced riding instructor—a man with a lifetime's experience in the game—has maintained to me time and time again that there is only one riding position: his! He sits with his back straight, leaning forward slightly, his arms just bent at the elbows. About six feet tall, he usually raises the dual-seat to

31in above road level, so as to provide himself with a suitably comfortable knee angle. When he is mounted, that instructor looks the part to a T, for his pose is stylish almost down to the last stitch of his coat. My only crib is that he appears to be rather tense, as though his motor cycling is just a bit of an effort instead of the easy, relaxed business it ought to be. In fact, I sometimes have the impression that he is deliberately posing.

If you have ever ridden with the competitors in an International Six Days' Trial, you will have noticed how they adopt two distinctly different positions depending on the going. On the rough they sit bolt upright, posterior on the forward part of the twin-seat, arms relaxed and elbows well bent, their knee angle such that they can poise on the footrests instantaneously with the absolute minimum of pull on the handlebar grips. On main-road going, they ride differently. They will ease slightly towards the rear of the twin-seat and adopt a crouch that is not quite a crouch, settling down to serious speedwork in a way that distributes their weight as nearly equally as possible between the seat, handlebar and footrests. Yet, irrespective of the heat of the moment, they always appear to be utterly relaxed, utterly confident, utterly capable of dealing with any situation.

Does that last sentence point a moral? Does it indicate that the

best possible arrangement of handlebar and footrests in relation to the seat is that which not only provides maximum comfort but also maximum control? Can that be translated in yet another way? Is it that a riding position which allows a rider to sit relaxed and at ease, automatically furnishes good control? The answer, of course, is a decided yes.

My present machine is now just over a year old. On that magical day when it arrived—is anything more satisfying than the arrival of a new model?—I decided immediately that the footrests were too high and too far back. Of course, there was very little I could do about it. Whatever the theoretical range of adjustment of footrests these days, the effective movement possible when you get down to brass tacks may be virtually nil.

At all events the hangers were turned down to their lowest setting, and still I felt that I was uncomfortable. Today, my belief is that the riding position could hardly be bettered for a person of my 5ft 6½in height.

Harry Louis looks a lot bigger than I do. Yet though broader he is, in fact, very little taller. His greater height results from greater body length and his inside leg measurement is very much the same as mine—about 29½in. Vic Willoughby and I are very much of a muchness as regards height so that theoretically the same riding position should satisfy all three of us in approximately equal degree. Yet we have personal fads that demand different footrest settings, and on the same machine we present widely contrasting silhouettes.

Willoughby sits with his back straight and vertical, almost, I rag him, as though he were a Guards don R on a ceremonial parade. And as for you, he retorts, you ride as though you were taking part in a never-ending "International!" And Harry Louis, as he himself says, rides like a sack of potatoes—completely easy and untensed. Someone once remarked that there are some who sit and some who poise. And there is a very, very great deal in that statement.

What about that dropped-handlebar cult? Has it any merit? Perhaps a pointer is that most of those who have adopted it are relatively young, in their teens mostly, and so may be prepared to put up with carrying most of their body weight on their wrists

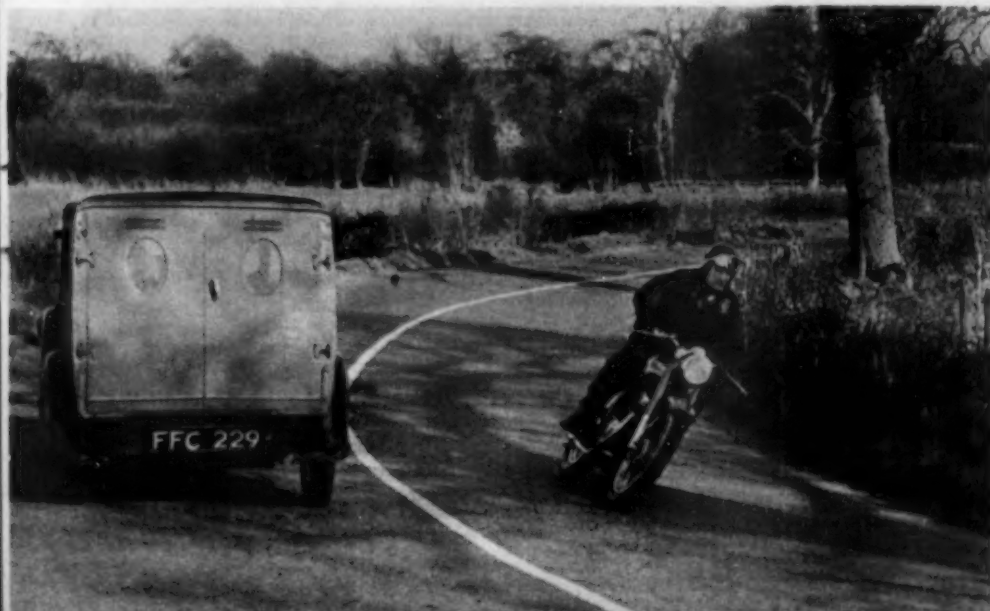


That ex-road-racing man, Vic Willoughby, adopts a characteristically upright, almost guardsman-like, riding posture as he heels a six-fifty B.S.A. into a high-speed turn

in order to impress the blondes. Frankly I can see nothing else in favour of the cult. I am no blonde and every time I see a rider sprawled over the tank top in that untidy fashion I automatically reach for my hatchet.

So far this dissertation would appear to be leading nowhere. And the reason, of course, is that where riding position is concerned there can be no hard-and-fast rules. Footrest adjustment may be limited by the gear box above and by an exhaust pipe below, or by the range of movement provided for the brake pedal and gear pedal. Pre-war, handlebars in some cases were carried on extensions that permitted them to be raised or lowered as well as turned to provide for a change of angle of the grips. Today that fashion has died and the sole adjustment provided—and in my view the only one necessary—is for the angle of the grips. As for seats: surely very few people can want higher positions in this age of long-movement, pivoted rear forks and telescopic front forks? And to lower the average twin-seat borders on the impossible.

What, then, are the conclusions? In my view they may be summed up in a word: relax. Let your body assume a potato-sack-like heap or a stately pose, depending on which is the more comfortable for you. If you are comfortable you will have maximum control. Perhaps I can even reverse that, too: if you have maximum control then you are almost certain to be at one with your hogbus.



In marked contrast to Willoughby, ex-I.S.D.T. Trophy teamster and famous Royal Enfield scrambles veteran Jack Stocker sits well back and adopts a shoulders-forward crouch for fast main-road going

Exercise Sani Pass



Weary travellers rest during their ascent of the Sani Pass while a blanket-clad Basuto mule-train driver looks on

Tale of an Attack Launched Against a South African Mule Track

BY P. E. G. GIBSON

TEN miles on a three-fifty Velocette is not much of a feat, or so it seems on paper. But when this performance constitutes a record, one's attitude changes considerably—especially on the discovery that it took place over the grueling Sani Pass, a bridle track between Basutoland and Natal in South Africa. In the course of its ten miles the pass rises about 4,060 feet and, until the evolution of the jeep, only mules could climb its tortuous path. Now, using the jeep service, the climb between Himeville and Mokhotlong in four hours is good going. The gradient can be gauged by the fact that at one stage it

rises 2,000 feet in 2.7 miles. Consequently, when the Maritzburg Club decided to find a really stiff venue for a hill-climb, it is not surprising that the reconnaissance party, including two British immigrants, Les Smith and Gerrie Walker, mounted on the Velo mentioned earlier—a machine of uncertain vintage—and a 197 c.c. Dot respectively, arrived at the pass.

On the Saturday afternoon the riders practised on the lower slopes and on the Sunday morning, after a magnificent breakfast of trout, the full party set out. Watches were readied and an independent club member was placed in charge of timekeeping. After a short delay caused by the discovery of a crack in the Velo's rear sub-frame (the result of its punishment the day before), Smith did not set out till 10.50 a.m., after a spot of welding in nearby Bergville.

Walker, meanwhile, carrying a watch purposely not synchronized with Smith's, was held up by the police at the Natal-Basutoland border. The delay cost him about five minutes, together with a short rest forced on him by sheer exhaustion and rapid change of altitude. Smith's climb was equally complicated. Blasting was taking place above the road and he had to summon the help of several Basuto labourers to carry his machine over the boulder-strewn track. In spite of this, and the inevitable stop at the police post, he arrived at the summit at 11.23 a.m.—exactly 33 minutes from start to finish!

Although hampered by his chain snapping, Smith cruised back to the start with Walker, both extremely happy at accomplishing their mission. For days afterwards, both men discussed plans for the hill-climb which, it had been hoped, would be run in September—but then the blow came. Although verbal permission to hold the competition had been given, the District Commissioner decided otherwise—probably because of the 1,000-foot drops in several of the sections! In spite of this, there was consolation for Smith and Walker. At least they hold the unofficial class records for the Sani Pass.

On the left is Les Smith on his elderly Velocette and on the right Gerrie Walker with the 197 c.c. Dot





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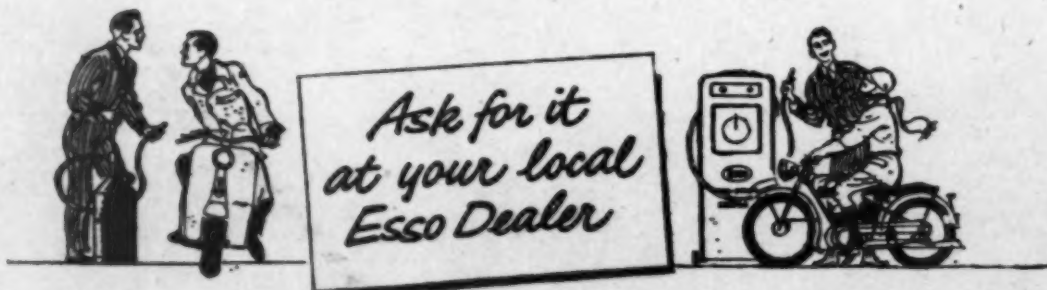
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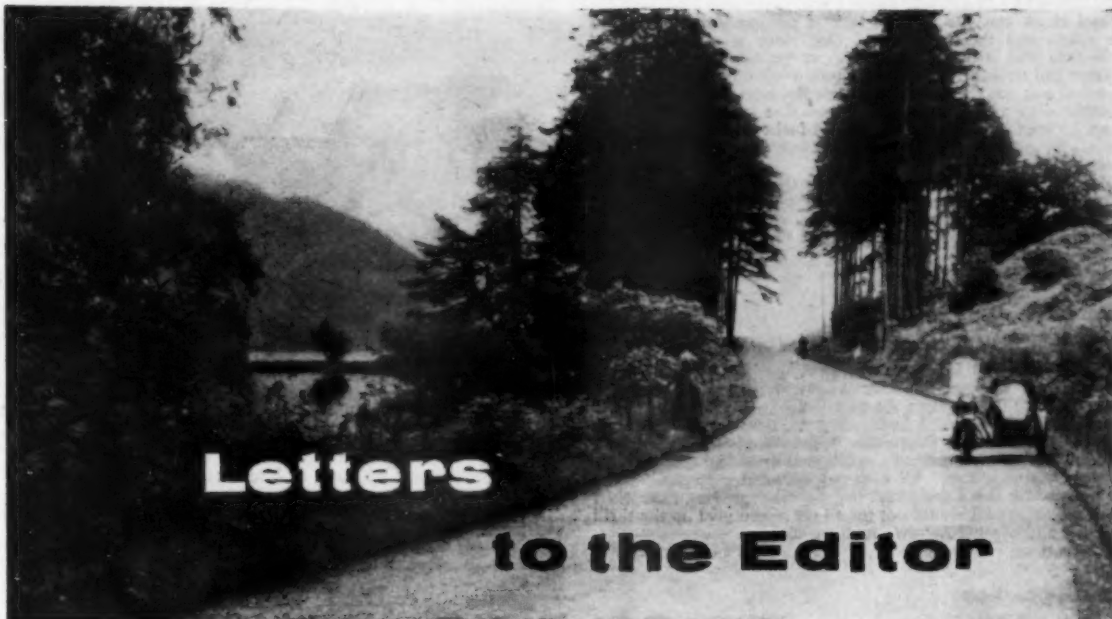
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In spite of the fine roads, stately mountains and picturesque lochs, not all readers are certain that the Scottish Highlands offer ideal touring. A letter on the subject appears below

The Thruxton Affair

Many Who Went to See John Surtees Racing

YOUR report on the racing at Thruxton on August Bank Holiday, with the non-appearance of world's champion John Surtees, has spotlighted once again the disgusting way in which road-race spectators are misled by organizers. It may be said that many hundreds, perhaps thousands, of enthusiasts went to this meeting in order to see just that one man and yet the organizers knew 11 days in advance that he would not be appearing.

Earlier this year we had that equally unsavoury affair at Mallory Park, followed up by what must rank as the biggest piece of showmanship and bravado, the offer of over £1,700 as prize money for a subsequent meeting of the top three in road racing today. One cannot help thinking that Mr. Wormleighton's choice of phrase when issuing that "challenge" could have been more fortunate. Fancy suggesting that those three riders were windy.

Many will feel that the financial position of the Mallory Park organizers is indeed in a rosy state if such prize money can be offered. Would it not be more in the public interest to improve the amenities for spectators which, from all accounts, leave much to be desired?

Finally, can anyone explain to me the sense in having four road-race meetings on the Monday and not a single one on any other day of the holiday?

J. E. FRANCIS

London, S.E.3.

Touring in the Highlands

Uncomfortable Beds and Shocking Weather

WE feel that we must write in strong support of the views expressed by L. Burrows in your issue for August 7. We have just lately returned from eight days spent in touring the Western Highlands with a sports sidecar outfit. Never have we slept in harder, shorter beds, neither have we experienced such appalling weather. The net result of our Scottish tour, i.e., the week spent north of the border—for we abandoned it and fled south again like scalded cats—was one over-priced tartan travelling rug (much cheaper in Kensington High Street), one broken

spoke, two nearly-bald tyres on the machine and influenza for the passenger.

We would like to know whether there exists any national organization similar to the Cyclists' Touring Club. During the English part of our tour we were able to make use of their current handbook for both accommodation and meals; in most cases we had a square deal and were more than satisfied. At a lot of their addresses we were told that pedal-cycle trade has declined, that pedal pushers favour the Youth Hostels if nearby and that this trade is being replaced by motor cyclists. Evidently the day of the perspiring pedal-pushed-tandem riders is giving way to that of the overloaded scooter. We feel that there exists a real need for some kind of handbook for motor-cycle tourists and that the clients of the C.T.C. would be only too happy to co-operate in furnishing meal and accommodation prices if asked to do so.

East Molesey, Surrey. "WEBBED FEET OF HAMPTON COURT"

A.C.U. National Rally

No Real Encouragement to Win an Award

IT is with some temerity that I join in the correspondence on the National Rally as, except for a pre-war trip from Inverness to Bristol on a 1928 two-stroke accomplished in a running time of 14 hours 40 minutes—and made under the spur of necessity—I have neither the desire nor the experience for that sort of motor cycling.

Mr. Kelly is absolutely right (August 7), but I am afraid that the A.C.U., having got a formula which involves the Union in the very minimum of work, will stick to it until entries fall off. Even the special test about which Mr. Kelly complains was adopted only after considerable prodding, mainly from the Wessex Centre as a result of a resolution from the Bristol Club which was dissatisfied with the then existing way of resolving ties by using the capacity and age of the machine.

An obvious improvement which would involve no extra work and might solve the problem of poorly attended checks would be to allocate different bonus marks depending on their location. Some of the more remote control points could rate as high as five marks each.

One thing that struck me during an early morning spell at the

Bristol check was the pathetic lack of preparedness of some of the riders and their machines. One rider of a near-stripped three-fifty with a light-alloy engine, castor oil and cacophonous exhaust had neither tools nor puncture outfit nor, apparently, the knowledge to use them. We fixed his flat free while he watched. Another with a duff battery remarked that he knew it was flat when he started. The A.C.U. should insist on some scrutineering at the start to ensure that machines are roadworthy and quiet.

Perhaps these are just symptoms of a desire on the riders' part to make conditions more difficult? Certainly there seems to be little merit in winning an award in the event in its present form on a properly prepared machine of over 150 c.c. unless one is an octogenarian!

Bristol, 6.

I. GORDON MACLEOD

Two Little Uns

Husband and Wife Have a Machine Apiece

REGARDING "Ixion's" comment entitled "Two Little Ones?" in your issue for August 7, in my opinion two motor cycles are best for a married couple. My husband has a 200 c.c. four-stroke and I have a 200 c.c. two-stroke. I use my machine for work and shopping. When we go out for pleasure I ride pillion on my husband's machine and we find that it works out very well that way. We each pay our own expenses.

I must admit that I feel much happier when driving than when riding pillion, and I would not for all the world give up the thrill of riding and owning my own motor cycle.

Chatham.

PAMELA R. HOCKNEY

The Apparition

Anything Can Happen North of the Border?

SUDDENLY, out of the gloom, it emerged. With my own eyes I saw it—honestly. It was travelling westward along the Great Western Road in Glasgow. It loomed up through a slight drizzle in the dusk and it looked like a motor cycle. Indeed, it was! It had two people aboard and above them was an opened umbrella with blue and white stripes! "SKWASHED PARRITCH!"

Glasgow, C.4.

Trouble on the Road

The Age of Chivalry s by No Means Dead

THE following story will, I think, warm the hearts of your readers. An old friend of mine, a Harrogate clergyman and an ardent motor cyclist in his 80th year, was on his way to Clitheroe to fulfil a preaching engagement the next day. When some five miles east of Skipton his machine broke down. A motor cyclist with a pillion passenger came along and stopped to see whether they could help. It not being possible to do anything they went on to Skipton to see if they could arrange for a garage hand to come out to the aid of my friend. No help was available but they rode all the way back to tell him that there was one garage which might help but it was about to close down. Then along came the driver of a sidecar outfit who



also stopped to render aid. My friend was then towed to a nearby farm where he left his machine and was taken pillion into Skipton where he tried to hire a taxi to take him to his destination.

Skipton would appear to be a town without taxis, but in his seeking he asked the advice of a man and his wife whom he met in the road. They insisted on taking him to Clitheroe. They went off to get their car and came back with a large flask of hot coffee and duly took my old friend all the way to Clitheroe where he landed at midnight. When he told me this great story his heart was full of the deepest gratitude for the kindnesses which he had received.

I am an old motor cyclist of some 43 years' experience and for the past 14 years have been riding what was once advertised as "the world's finest motor cycle" and surely still is—the old cast-iron Ariel Square Four. What other machine can trickle along in top gear at seven miles per hour and then accelerate, with sidecar, to 70 m.p.h.? I ride my machine every day round my country parish and I would not change it for any other, though I must admit I was agog with excitement when I read about the new Leader.

Harrogate, Yorks.

R. C. CAPEL-CURE (Rev.)

Careless Cycling

Casual Right Turns: Four-abreast School Children

NOWADAYS the police are quick to catch people for most cases of dangerous or careless driving. I say most cases because there is one type that they rarely seem to prosecute, though it causes many accidents. It is that bugbear of cyclists turning right without due care. The description classifies it as careless riding yet no action is taken.

Still talking of cyclists, here is an amusing yet dangerous incident I saw the other day. Some school children, who had obviously been having instruction on the Highway Code, came riding along. Their hand signals were impeccable but they were riding four and sometimes five abreast. Perhaps they had not reached that point in the Highway Code!

Scunthorpe, Lincs.

K. HARPHAM

Insurance Premium

Policy Cancelled: Green Card Obtained for 30s

SO Jim Reid (July 17) is incensed because his insurance company has raised his continental cover rate to an extent which loads his policy by 50 per cent. If he had had my experience I am sure he would have thrown lumps of granite through their windows in rage. I have been insured with one company for 12 claimless years with cars and motor cycles and have paid 50 per cent premium for green cards on six occasions. The seventh application was met with a demand for 100 per cent, to wit, £3 10s! There was no notification that the rate had been increased and an indignant telephone call brought forth the lame excuse that the cover lasted for three months. When I asked if car drivers had to pay extra I was given the vague reply that some types did. So apparently motor cyclists have to subsidize cars.



Trials in Poland attract large crowds. This shot shows the 250 c.c. class winner in the Tatra Trial, Jan Szczerbakiewicz (Jawa) trickling quietly over a juicy section of "Scottish"-like rockery. He was a member of the Polish team, runners-up to Sweden for the Tatra Trophy



However, a glance down the insurance column in the classified advertisements of *The Motor Cycle* sent me hurrying to the nearest dealer and I was quickly fixed up with a green card for 30s. I have cancelled the policy with my old company and got a refund. I would advise all purchasers of motor cycles to inquire the terms of this foreign cover part of their insurance before taking out a policy.

A. WARDLEY

London, S.W.16.

No-goggles Riding

Remarkable Effect of a Bug Deflector

I WONDER if any of your readers have ever suffered from eyelid flutter? Quite frequently when travelling at over 60 m.p.h. my eyelids tend to flutter and on a long journey they become quite painful. As I suffer from claustrophobia I am not comfortable when wearing goggles. A friend who had the same trouble as I have fitted a small car-type wind deflector on the front of the mudguard and it proved to be an effective remedy. I have had one fitted to my machine with complete success.

Watford.

"A VELO FELO"

Diesel Smoke Nuisance

Caused by Drivers Advancing the Pump Setting

YOUR latest contributor to the correspondence on diesel-engine smoke (Mr. Simpson, July 31) seems to have hit the nail on the head when he suggests that the reason for the black smoke normally associated with diesel exhaust is connected with mixture enrichment. I work for a prominent diesel-engine manufacturer and one of our advertising slogans is: "The Diesel with the Clean Exhaust." Generally speaking a diesel engine will emit clouds of black smoke only when the pump timing is advanced, when excess fuel, the majority of which will not be burnt, is discharged as black smoke.

The Editor does not hold himself responsible for the opinions of his correspondents. Letters should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and must be accompanied by the writer's name and address.

The fault lies with the vehicle driver. When our engines are dispatched to the retailer the pump timing is set and sealed to give optimum performance and fuel economy. Certainly the timing is not advanced, as in that condition an engine may use up to 30 per cent more fuel. For example, an engine with a correct fuel-pump setting would return 17 m.p.g. whereas with an advanced setting it would probably return 12 to 13 m.p.g. with practically no difference in performance.

It would appear that as long as vehicle owners remain ignorant of these facts, then the vehicle drivers will continue to break manufacturers' seals and advance fuel-pump settings to the detriment of other road users and the vehicle owners' pockets.

Peterborough.

J. M. HARRISS

Just a Sad Tale

The L Rider Who Still Had Much to Learn

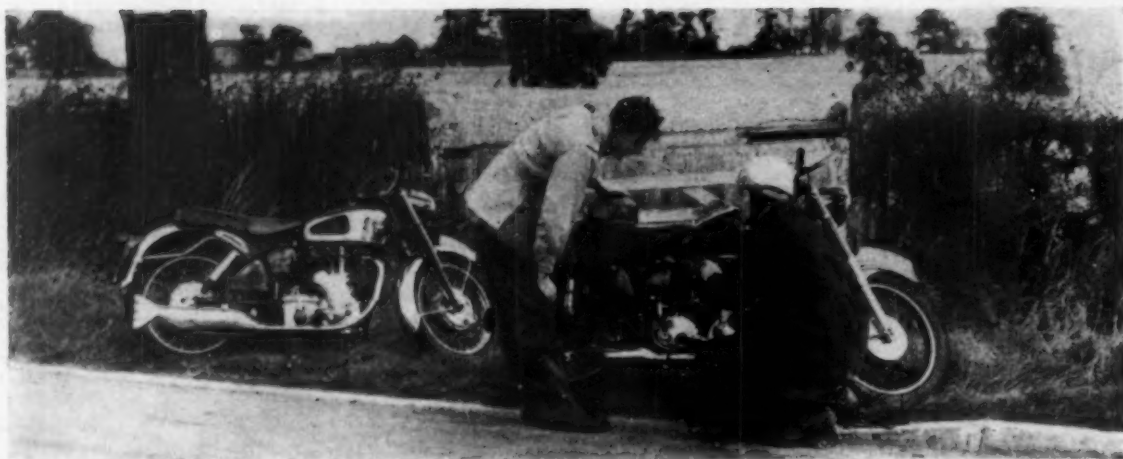
THIS is just a sad tale of a fellow motor cyclist, though it happened to be quite funny at the time. After doing a 1,100-mile tour of England and Wales in six days on my Triumph Thunderbird, I was returning home from London on A1 when I passed a machine with L plates on. It was loaded with panniers and other luggage and looked to be of round about 250 c.c.

On reaching a limit zone I slowed accordingly and the L rider passed me. After leaving the limit I caught him up, without any effort on my part, but he seemed not to like it and, as I slowed in the traffic, he passed me on my left side. The same procedure happened again, till we came to where there was a road-improvement scheme. There were big warning boards telling drivers to keep to the right and there was a small drop from the road we were on to the new road under construction; the drop was surrounded by red lamps and big drums painted red and white.

Well, as the traffic started to veer to the right I noticed in my mirror that the learner was again overtaking me on my left. He passed me, knocked over the red lamps, dropped into the new road, just missed a big drum and dodged out into the traffic stream again. You might laugh; but when will some of our fellow enthusiasts really learn?

Blyth, Northumberland.

"6T"



Has It Happened to You?

JIMMY SIMPSON JNR RECALLS SOME EVERYDAY MAINTENANCE PROBLEMS AND SUGGESTS THEY ARE EASILY SOLVED WHEN TACKLED METHODICALLY

A FEW weeks ago I was offered the loan of a super-sports single alleged by its owner to have more than a fair turn of speed. The model was collected mid-week and the daily runs to and from the office gave the impression that the claims were justified. But on the open road at the weekend the machine proved nothing like so potent as it was cracked up to be. With little more than 2,500 miles on the clock it seemed unlikely that there was anything seriously wrong. However, to be on the safe side I gave the plot the once-over.

It was not long before the root of the bother was discovered: the exhaust-valve clearance was about three times what it should have been! The resultant late opening, early closure and reduced lift of the valve more than took the edge off the top-end performance although power output at lower r.p.m. was unaffected. A few minutes' work with the spanners transformed the engine.

True, the cause of that power loss was easy to diagnose but there are times when a fault arises which could be due to any one of a number of causes. The problem is to find the right one. And the problem can be solved easily if you remember this: provided the engine is known to be mechanically sound, it will perform properly if (a) it is getting fuel and air in the right proportions, (b) a spark is occurring at the plug(s) at the right time and (c) all the adjustments (plug and contact-breaker gaps and valve clearances) are correct.

I remember on one occasion stopping to help the rider of a machine identical to mine. He said that his engine would

not run properly on anything less than about a quarter throttle. At smaller openings the engine (a vertical twin) would misfire badly and sometimes die altogether. The question of fuel starvation was ruled out as the machine performed happily at high speeds and that fact also suggested that the magneto was functioning properly. The plugs might have been oiling at low r.p.m. and to check my theory I removed them.

They were black all right, but the deposit was of the soft, sooty nature indicating excessive richness. The plugs showed not a trace of oil. Richness at small throttle openings could well cause the symptoms he described which, incidentally, were confirmed when I started the engine. The carburettor was an Amal Monobloc which, of course, has a removable pilot jet—the jet which controls mixture strength over the throttle range concerned. Asked if the jet was the correct size he replied that it was and that he had removed it when cleaning the carburettor before setting out.

Acting on a hunch I removed the cap nut which seals the base of the jet. As suspected, the jet had not been screwed right home with the result that its orifice was below the fuel level. Hence the jet was unable to fulfil its role of restricting the supply of fuel to the pilot air passage. The jet was screwed up, the cap nut replaced and the engine ticked over like a clock.

Had the engine run badly at, say, half throttle or more the trouble would most likely have been dirt blocking the main or needle jets, resulting in a weak mixture.

Another carburation problem I well remember (and kick myself when I think about it) occurred after a decoke. When the job was done, the engine refused to fire unless plenty of flooding and a run-and-bump start were employed. Furthermore, when the engine ran it whistled like a kettle, would not tick over and spat venomously through the carburettor as the throttle was opened. My first fear was that the cylinder-head joint was faulty. As a quick check I went on a short run, then examined the joint for signs of an oil leak. The white asbestos of the new gasket was as clean as when it came out of the packet.

But the whistling noise indicated an air leak. The failure to tick over and the spitting back, coupled with next to no power at small throttle openings and the need for an over-rich mixture for starting, suggested that the leak might be at the carburettor flange joint with the cylinder head. In that case the whistle was caused by air being sucked in and not blown out as I had previously assumed. Still not convinced—though the rest of the evidence was overwhelming—I remade the carburettor joint and the trouble was cured.

One of the more baffling faults in my experience concerned a friend's almost-new two-stroke which was extremely difficult to start whether the engine was hot or cold. First, the strength of the spark was checked by removing the sparking plug, laying it on the cylinder head and kicking the engine over. A healthy blue flash resulted but there was always the possibility that the plug might not be functioning properly under compres-

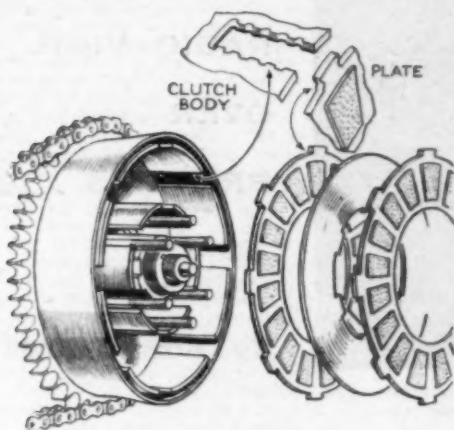
sion. A new plug was tried with no success. The contact-breaker gap was correct so the ignition system was exonerated.

The bother could have been caused by fuel starvation. Depressing the tickler for a few seconds revealed that fuel was reaching the carburettor in plenty. The carburettor was therefore removed and stripped and found to be perfectly clean. With the ignition system and carburettor in good order, the reason for the engine being difficult to start could only be that insufficient petrol/air mixture was reach-

difficulty in finding neutral or engaging bottom gear from neutral and a tendency for the machine to creep forward when stationary with the clutch out and a gear engaged.

Often clutch drag arises from too much free movement of the handlebar lever which reduces the amount by which the clutch plates are eased when the control is operated. Free movement in the cable with the clutch fully home should not exceed $\frac{1}{16}$ in. But that was not the cause of the bother on a secondhand five-hundred single I bought some years ago. Cable adjustment was spot on but the clutch dragged badly.

My first thought was that the five clutch springs were exerting unequal pressure, with consequent tilting of the plates. Off came the outer half of the primary chaincase. A piece of stout copper wire was attached to the inner half by



Left: Clutch drag can be caused by wear of the tongues on the plates and also of the slots in the clutch body and centre unit. Below: If the pilot jet of an Amal Monobloc carburettor is not screwed home the mixture at small throttle openings will be excessively rich

ing the combustion chamber. That suggested an air leak between the crankcase halves or at the cylinder-base joint. Unfortunately, there were no tell-tale oil smears to give me a clue: my friend had just cleaned the model. As mentioned earlier, the engine was almost new. It would, therefore, be in course of bedding down, that process which necessitates periodic checking of nuts and bolts for tightness. I found, indeed, that the cylinder-base nuts were slack enough to make the joint faulty: each could be tightened by nearly a turn. That did the trick. Had the cylinder-base nuts been tight I would next, of course, have checked the crankcase nuts.

Before I leave the subject of engine troubles, there is one symptom in particular that misleads many four-stroke owners: it is lack of compression. A great number of riders think that poor compression automatically indicates a worn cylinder bore or faulty piston rings. In fact, lack of valve clearance or badly seating or burnt valves are more usually responsible. Only if the valve gear is in perfect order and if oil consumption is heavy can it be assumed that the culprit is the cylinder bore or rings.

Judging from the number of letters received by my colleague who runs our Technical Information Department, many folk attribute harsh operation of the gear-change mechanism to a fault within the gear box. Very rarely is that correct. In nine cases out of ten it is due to clutch drag.

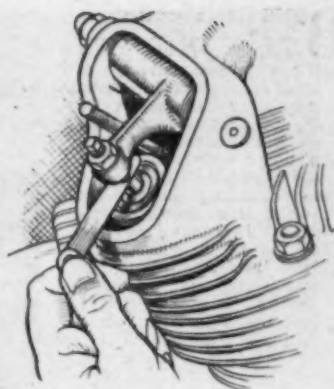
The term drag means that when the clutch is disengaged the plates do not free completely and thus still tend to transmit the drive. Usually the symptoms are

one of the screws and bent so that its tip just cleared the pressure plate when the clutch was disengaged. By depressing the kick-starter with the clutch disengaged I would be able to see at a glance if the pressure plate did not run true. It ran true.

Oil on the plates, causing them to stick, was a possibility so I stripped the clutch, having first noted the positions of the spring-retaining nuts on their studs (I did not relish the idea of reassembling the clutch with too little spring pressure and consequent risk of slip).

The plates were piled on top of each other as they were removed so that I could be sure of replacing them in their original order. They were free from oil but the edges of the tongues on the outside of the friction plates and the inside of the plain plates were in bad shape. The rough edges were preventing the plates from sliding freely in the slots of the clutch body and centre unit. I had found the cause of the drag.

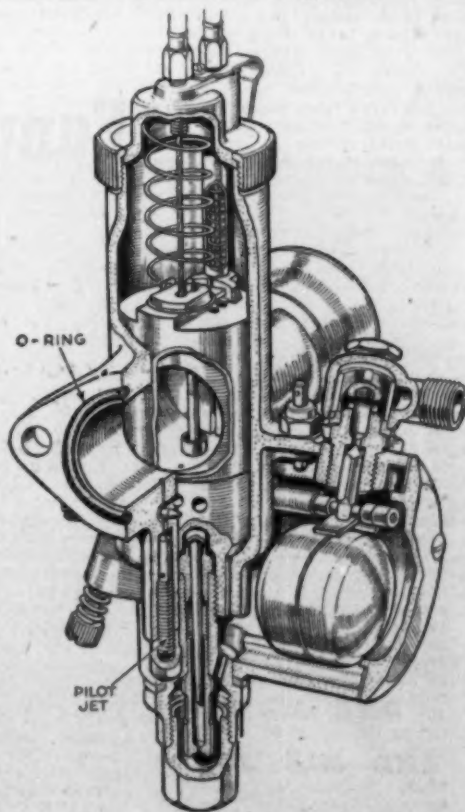
Use of a small fine file served to smooth the tongues and the clutch was reassembled. Before the lock nuts on the spring-



Engine performance may be adversely affected if the valve rocker clearances are incorrect

retaining studs were tightened I checked the plates for tilt with the wire pointer. The cure was complete.

A final word. When something goes wrong, don't always assume that the worst has happened. Note the symptoms and analyse them. You will probably find that the fault can be remedied by correcting an adjustment or cleaning a part.



BENEATH a street-corner lamp a novice motor cyclist and his pillion passenger peered anxiously at their lifeless mount. Home and bed lay 30 long miles away and expensive-sounding noises had knocked the props from under their little world. By daylight machine trouble can often be serious enough, but the world is awake then, garages are fully manned and the outlook is never really bleak. But on a deserted road, at night, even the smallest bother assumes a sinister aspect; a major breakdown seems on a par with a national calamity.

Yet salvation can be no farther away than the nearest telephone kiosk or, for members of the Automobile Association, the nearest A.A. box; so it was in this instance. Trudging back through the downpour to the illuminated yellow and black box the pair had passed only minutes before, the rider lifted the receiver. And to an operator in the Association's Midland headquarters in Hagley Road, Birmingham, he began to pour out his heart-rending story. From that moment on, as the Night Emergency Service went into action, the grey worry-clouds began to lift.

On a monthly average the A.A. offices in Birmingham answer around 1,500 calls for help between the hours of 5.30 p.m. and 8.30 a.m., with a peak period coming at 10 to 10.30 p.m. as members start their homeward journeys from cinemas, theatres and friends' homes. The flow slackens as the peak is passed, but throughout the night hours a steady stream of calls is answered—sufficient, indeed, to keep four Land-Rover patrol wagons in continual radio contact with headquarters, orbiting round the city; a fifth vehicle stands by and can be called out should pressure on the mobile wagons be too great.

During the day the Land-Rovers are supplemented by 14 of the familiar yellow sidecar outfits (which also are radio-equipped) so that there is, 24 hours a day, a radio umbrella sheltering travellers through the Midland counties. And, of course, the pattern is repeated in other parts of the country. Fanum 3, the station in Birmingham, is only one of 22 similar transmitters which together make up a unique, private-radio network. Up to midnight each vehicle is manned by a single patrolman, and after that time the men are paired off, as they are also in the case of fog or snow.

Standing by on this particular night was Patrolman George Garland, who began his A.A. service as a motor-cycle mounted patrol and who, just over nine years ago, transferred to the night service. Tall and slim, polite as patrolmen invariably are, Garland nevertheless remains a motor cyclist. He is still the owner of a 1937 six-hundred Triumph outfit—and, says he,

"I wouldn't swap it for a new one!" He is proud, too, of Gold Dog, his Land-Rover. Gold Dog, by the way, is no pet name painted along the bonnet sides but the call sign of the vehicle identified in the register as "G.D." In the

ONE MAN AND HIS JOB



The Automobile Association's private radio station in Birmingham, Fanum 3, operates over a range of 35 to 40 miles

**BY NIGHT
AS BY DAY
ROAD SCOUTS
MAINTAIN
RADIO VIGIL
OVER
BRITAIN'S
ROADS**

By BOB CURRIE

"Fanum 3 to Gold Dog..."

A.A.'s radio code the word "Gold" identifies the four-wheelers, "Ruby" the sidecar outfits.

Equipment of each truck is ample for most emergencies and is complete to a booster battery for revitalizing tired electrics, a carbon dioxide bottle for rapid tyre inflation and a tailboard, with fitted vice, which drops down to form a workbench. This, then, was "Gold Dog," parked in readiness in the headquarters yard; and parked beside it was an unusual piece of equipment which had an important part to play in the coming night's work. It was a trailer specially designed for the transport of solos or sidecar outfits, and the only one of its kind in use in the Midlands. But for the moment the trailer stood idle; and, while awaiting a call to duty, Patrolman Garland could snatch some rest in the standby room.

In the yard the scene was peaceful enough, but in the operations room, which with its huge plate-glass windows uncannily resembles a B.B.C. studio, there was the insistent ringing of telephone bells. It was, said Mike Rose, the A.A. Midlands Manager, "... just a routine night;" at each of three 'phones sat an operator, with pad of printed forms within easy reach; and as the messages streamed in, the appropriate details were entered up. In general the calls were unremarkable and included a number of applications for recommended routes. Believe it or not, these usually continue to arrive until well into the night!

For the less-serious troubles—the flat batteries and the out-of-petrols—a few minutes' work by the roving patrols soon put all well again. Dominating the telephone room are large maps of Birmingham city, and the surrounding countryside, and on these are indicated those garages co-operating in the A.A. emergency scheme; a majority of the locations carry just a number, but some have the number circled in blue, to indicate that service is available there until 11 p.m. or midnight, while just a few are red-

ringed, signifying all-night opening. On receiving a call for help the telephone operator scans the maps, pin-points the breakdown and notes the position of the nearest garage still open. Speed is all-important and it may be that a breakdown truck from a garage can reach the scene more quickly than one of the A.A. patrols.

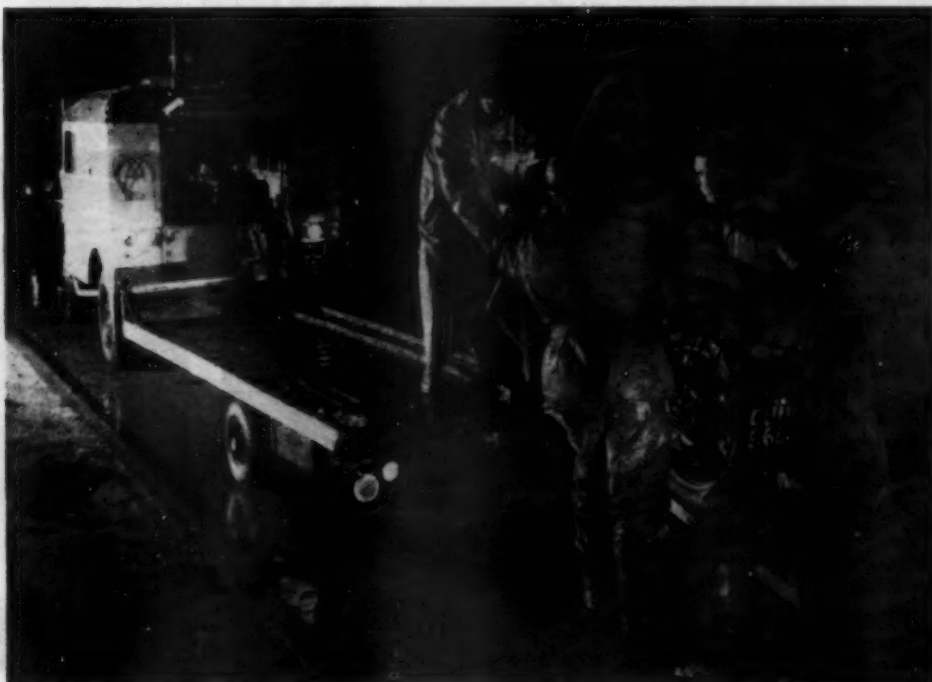
Alone in his brightly lit, glass-walled cubicle the radio operator sat at the control panel, at his fingers the invisible reins which guided the yellow Land-Rovers along their paths of good deed. Above the panel, a further map carried movable symbols to represent the patrols, the positions being adjusted as each move was reported to base. The time was approaching 10.30 p.m., and in the five hours that the Night Emergency Service had been operating 25 calls had been dealt with, the total including two motor cyclists in trouble, one scooter owner and the disabled driver of an invalid carriage. It was a typical evening, for motor cycles make up perhaps ten per cent of the breakdown list, with the proportion rising slightly in the summer months. The most common cause of trouble, says the A.A., is fuel-system failure, with ignition bother in a close second place; but the patrols add this in favour of the two- and three-wheeled enthusiasts—they nearly always have a clear idea of the nature of the fault and can give helpful mechanical details on the telephone. The patrol then goes to the scene with a reasonable picture in mind; a change, as one of the patrolmen remarked, from the "It just stopped!" fraternity.

On a frequency of 85.025 megacycles, the Fanum 3 station has a working radius of 35 to 40 miles, and is arranged to overlap surrounding transmitters so that complete coverage is ensured.



A selective call system is employed, whereby the patrols hear every message sent out from the main station but a message from a patrolman can be heard by headquarters alone. Listening-in on one of the Land-Rover sets, a man hears only one side of a conversation. Calls are taken in rotation but in case of accident a patrol at the scene can ask for the air to be cleared so that an ambulance, or the police, may be called. And until

Above right: In answer to an S.O.S. from a rider in trouble the crew of Gold Dog carry out a roadside inspection



Right: Rain begins and the trouble is found to be too severe for rectification on the spot, so the machine is rescued by trailer

the ambulance arrives the A.A. man can render assistance to any who may be injured, for he has been fully trained in first aid.

"Gold Baker to Fanum 3. . . ." On the transmitter control panels the red or green lights flickered and the messages passed to and fro. Meanwhile, out on the Wolverhampton road, a motor cycle was approaching the city limits, the rider and passenger returning to their Coventry homes after an evening visit to friends.

But it should be said immediately that the actors in the little drama just about to take place were, indeed, actors. True, a genuine motor-cycle emergency might have arisen during the period of my visit, but there could be no guarantee of that, naturally. Thus a breakdown was to be staged for the occasion. To play the leading role of the rider was Lawrence Watts of *The Motor Cycle* staff of artists and he, for the sake of authenticity, had borrowed an elderly Matchless from his neighbour. For good measure the neighbour, Arthur Cleaver, had cast himself as the pillion rider, notwithstanding the rain squalls of an unpleasant evening.

And so the scene was set. At 10.42 p.m. one of the three telephones in the operations room shrilled and an operator, pad in hand, lifted the receiver and said "Good evening, this is the A.A. Emergency Service; can we help you?" The blank spaces on the printed form were filled in: Name—Watts, L. G. Address . . . Membership number . . . Exact location . . . Estimated trouble. . . Then—"Thank you, sir. Now will you please wait beside the telephone box until the patrol reaches you." And there the laugh was on the somewhat shaken Lawrie for unknown to him the evening telephone operators had gone off duty, and now the night staff had taken over. The man who took the call had just arrived and was not aware that it was anything but a pukka emergency. So much the better for the purposes of the story.

Had the trouble been easily rectifiable a patrolling Land-Rover would, of course, have been directed to assist; but from the symptoms which Watts had described it was evident that roadside repairs were out of the question; the trailer would be needed. Accordingly the radio controller was alerted, details of the breakdown were passed through the control-room hatch, a switch was depressed then over the air went the call "Fanum 3 to Gold Dog." In the rest room Patrolman Garland heard the call and within a minute there came the answer from the standby truck, "Gold Dog to Fanum 3, pass the message, please." Quickly the trailer was hitched on and away went the Land-Rover through

the wet, glistening streets on its way to the emergency.

Ten minutes after making the first appeal for help Lawrence Watts, waiting beside the call box two miles out, saw the welcome distinguishing badge of the truck and, climbing into the passenger's seat, was able to direct the driver to the spot where the pillionist waited beside the machine. But although Garland had, in fact, arrived with the transporter on tow it was still his duty before loading up to inspect the Matchless and confirm the owner's diagnosis. Even doctors sometimes like a second opinion. However, for the purposes of the exercise it was to be assumed that the check had confirmed the original surmise. The machine was definitely a non-runner.

From beneath the trailer body Garland slid out a loading ramp, hitching it to the rear of the body so that the machine could readily be wheeled into place. Mounted at the front of the trailer is a small winch, sometimes brought into service when a heavy or smashed sidecar outfit is to be hauled up, but the loading of the solo did not call for such an aid. The wheels were guided into a longitudinal channel section on the trailer floor, the front wheel was secured to a shackle at the base of the winch and ropes, passed through ring bolts along the trailer sides, ensured that the model would ride in an upright position without sustaining any damage.

Garland lifted the handset of the Land-Rover's radio. "Gold Dog to Fanum 3," he reported, "Member collected. Returning to base." The rescue had been made—but what followed? In daytime a damaged machine would normally be taken to a repairer of the rider's own choice, or to his home if it lay within a radius of, say, 15 miles. At night the picture changes for, of course, the repair shops are silent and shuttered. The answer is to transport the machine back to the A.A. headquarters and there it is stored under cover; meanwhile the distressed member is taken to a railway or bus station if public transport to his home is still obtainable, or to a hotel if it is not. On the rider's instructions the A.A. would deliver the stranded machine to any given repairer next morning. But at the same time it should be pointed out that instructions to the repairer must come from the member himself.

And so George Garland and his khaki-uniformed colleagues keep up their nightly patrols, no more than a telephone call away from the motor cyclist or motorist in trouble. For those who prefer to make their long summer journeys during the hours of darkness, when the roads are free from the bustling crowds, that is an extremely comforting thought.



Left: A typical night in the Birmingham operations room. In the background is Inspector Lee, the night emergency service inspector. Below: From the comfort of his cab, patrolman George Garland speaks to H.Q.



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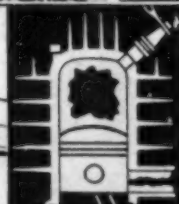
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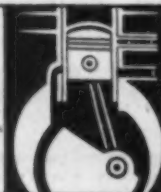
1 Bob and Paula start a new day by changing to a new and better mixture. They asked at the Petroiler for BP-Zoom—containing BP Energol Two Stroke Oil. Why? Because they know that BP-Zoom will mean a smoother ride—and a carefree one.



2 Plug change for someone! This is caused by spark plug 'whiskering' or electrode bridging. But Bob and Paula have no worries. BP Energol Two Stroke Oil reduces these troubles to a minimum.



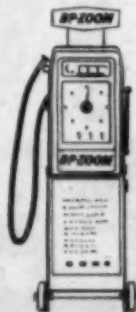
3 Up the hill like a bird! BP Energol Two Stroke Oil cuts down harmful carbon deposits — on pistons, in combustion chambers, in exhaust ports — which so often cause sluggish running.



4 Like most owners, Bob keeps his bike in perfect condition. And that's what BP Energol Two-Stroke Oil does for his engine. It protects it — better than any conventional oil can — against bearing wear and corrosion.



5 A friend from France — where there are over 5 million two-strokes — tells them that BP Energol Two Stroke Oil is the only oil recommended by 20 French manufacturers.



STOP AT THIS PETROILER FOR **BP-ZOOM** THE BALANCED PETROL/OIL MIXTURE THAT CONTAINS **BP ENERGOL TWO STROKE OIL**



Technical Jottings

"MICROMETER" Discusses
Plug Insulators, Vacuum De-
position of Metals, Plastics
for Carburettors and Tyre
Adhesion on Racers

A VERY interesting visit I made recently was to the K.L.G. ceramics factory at Treforest, near Cardiff where, among other things, all their sparking-plug insulators are made. K.L.G.s call their remarkable insulating material Hylumina, an abbreviation of high aluminium, signifying a ceramic containing a large percentage (at least 95 per cent) of aluminium oxide, or alumina as it is called. That adventurous greenhorn, Michael Nevitt, accompanied me on the trip and together we followed the manufacturing set-up from A to Z.

This is no place for a treatise on insulator production but several things stand out vividly in my memory. First is the considerable shrinkage of insulators—21 per cent linear—which occurs in the ovens where the temperature exceeds 1,600 deg C. Because the amount of shrinkage depends partly on the moisture content before firing, said content has to be very carefully controlled. As an example of what the shrinkage means, a thread is formed in the top of each sparking-plug insulator and that thread has to be produced the appropriate 21 per cent oversize, both in diameter and pitch, to bring it out at the desired size.

Hylumina's physical properties are impressive: both its tensile and compressive strength are over three times that of porcelain which used to be so popular for plugs. Strength is, in fact, much greater than one would expect and I have a most effective and relatively thin-section K.L.G. crown-cork opener (not, I must insist, a commercial production) to prove it. Again, at around 1,100 Vickers, hardness exceeds comfortably that of tungsten carbide (960), so that any final grinding can be accomplished only with a diamond wheel. Alumina is unaffected by almost all chemicals, is a considerably better insulator than porcelain and has a working temperature of up to 1,000 deg C.

Metal on Plastics

IN *The Motor Cycle* for March 13 a correspondent, "Vinny 1,000," raised the issue of chromium plating plastic components. Later, reader R. Wade declared the process to be impossible, while "Shooting Star" referred to the vacuum-deposition process but regarded it as impracticable. Then Kenneth Aspinall suggested that normal plating could be done if the surface of the component were suitably treated, and A. G. Webster mentioned plated plastic reflectors as produced by Simms Motor Units.

Those reflectors are, in fact, produced by the vacuum-deposition process and aluminium is normally used as the reflecting medium because of its greater efficiency than silver or chromium. The process was described briefly in *The Motor Cycle* for 11 March 1954 in connection with a reader, John Arlott, who had equipped his machine with a reflector of this type; a Crawley reader, J. R. Clew, has recently sent in further details. The article to be coated is held by means of a jig in a chamber which is then evacuated. Within the chamber is a heater coil over which is placed a small loop of the metal to be used for the coating.

How it is Done

WHEN an electric current is passed through the coil, the metal loop vaporizes and then condenses in a thin and even film over the article. For large-scale production, parts are clamped in a rotating jig and the coating metal is fed in continuously in the form of wire. A pre-treatment coat of clear lacquer is usually applied, to give a good surface, and a final

coat protects the deposited metal from oxidation and abrasion. A dye can be embodied in the lacquer if required.

As Bob Currie mentioned in his article last week, tank badges are produced by this method, but its use is not confined to plastics: metals and even textile threads have been successfully treated. Although the equipment required is fairly expensive, the actual process is not, because both the quantity of metal consumed and the current consumption are small.

Still More Plastics

PLASTICS in motor-cycle carburettors have hitherto been confined, so far as I know, to floats, float needles and fuel filters—the first on Zeniths and Dellortos and the other two on Amals. Now, from Italy, I learn of a carburettor which is made almost entirely of synthetic resins. Known as the C.C., the new instrument is already in production in Milan and is claimed to possess several advantages. Most important are thermal insulation (the carburettor would no longer need a heat-resisting washer to prevent charge heating or fuel vaporization), low weight and resistance to corrosion and accidental damage.

Personally I have little love for the zinc-base alloys commonly used for carburettors. Though they are relatively cheap and can be accurately cast, they are heavy, brittle and rather too prone to distortion under load. Consequently I should welcome development of plastic carburettors in England. It might even prove possible to use the same dies as for the zinc-base material, though redesigning for plastics would be preferable. And although the cost per pound of the plastics material would probably be a lot higher, a very much lower weight would be needed per instrument.

Tyres and Adhesion

RACING enthusiasts will recall Bob McIntyre's trouble earlier this year with breakaway of the rear tyre on corners. Another to suffer in the same way was Alan Rutherford on the Duke Velocette; in his case both wheels were tending to go but the rear tyre rather more strongly than the front. In each instance the tyre section employed was smaller than is usual for the size of machine and a change to a larger cover effected a cure. Yet last year's Moto-Guzzi three-fifties coped satisfactorily when equipped with tyres of only 2.50in section.

The difference in behaviour of two generally comparable machines can, I think, be attributed to variations in suspension characteristics. Clearly, if bumps lift a wheel off the ground on a bend, the wheel moves outward under centrifugal force and comes down sliding. The coefficient of sliding friction is lower than that of rolling friction, so if the cornering is near the limit the wheel may not recover its grip.

Even if the tyre does not actually aviate, the load on it may intermittently be much reduced if the suspension is poor. The centrifugal force is resisted by the frictional force between tyre and road and if, through upfing of the machine, that force becomes less than the centrifugal force the wheel will drift and may fail to recover. Although two machines may have identical static loading on the tyres, the dynamic loading of a machine with good springing will vary less than that of a poorly sprung model and so the former will be less prone to sideslip. Through its greater resilience, though, a larger-section tyre will compensate better for suspension deficiencies than will a small-section tyre which must of necessity be run at a higher pressure.



Scrambles rider F. T. Rowan's job in life is service engineer to the Venner time switch concern. Here he is checking a parking meter in Mayfair, London. The Vespa transports him between various parking-meter sites

I AM TURNING . . .

That live-wire Wandsworth Club chairman, George Brine, is harbouring militant feelings on roundabouts in general. His objections are by no means new born but have been aggravated by a haircut he had the other day. When approaching a traffic island he came up behind another solo and prepared to overtake. The rider semaphored that he was about to turn right, so Brine swung over to his left and the pair entered the roundabout together. Recounting the episode Brine writes: "Imagine my horror when he suddenly heeled over to carry on straight ahead. And he 'coated' me for overtaking him on the near side!" All too often one sees vehicles approaching roundabouts and doing just that. The answer, of course, is obvious. In my view no signal at all should be given on a roundabout approach. If you intend to turn left, then your wheels should be in the left-hand lane. If you want to go straight on or to turn right, then, particularly if you are on a solo, you ought to be in the outer lane.

LANES THE ANSWER?

Brine feels that the gyratory system has failed—that intercrossing streams of traffic become hopelessly tangled unless there is some form of control by policemen. He wants to see roads leading into islands divided into lanes in an attempt to segregate vehicles. But segregation by means of lines marked on the road can only go part-way towards solving the problem; on the roundabout, vehicles turning right will still inevitably intermingle with those approaching from the opposite direction. No form of dividing lines—or even walls—can avoid that. Until the day when the flyover and underpass are part and parcel of the British scene the only

On the Four Winds

By "NITOR"

solutions are (a) police control; (b) a powerful propaganda campaign aimed at initiating unskilled drivers in roundabout technique or (c) scrapping roundabouts and replacing them with traffic lights.

BUT NO AROMA

London Transport has been carrying out tests with castor oil as a lubricant for gear boxes. Your reaction is probably to exclaim "So what?" Castor-base oils were used in racing motor cycles—and many a roadster—when we were in knickerbockers. Its real snag was that it tended to gum and had a strong corrosive action when left in an idle engine or gear-box unit. I gather that the castor used by London Transport has additives to combat these and other objections. Unfortunately gear-box oil is not burned as in an engine and we shall not have the pleasure of the delightful Castrol R aroma that pervaded the great speed venues of the twenties and thirties. To lace it into the London air would have been the best thing the executive had done in years!

THROTTLE SETTING

How should the throttle of a two-stroke engine be set? So that it shuts completely when the twistgrip is against its closed stop, or so that it remains slightly open? George Wilson has received a spate of condemnatory letters since, describing his experiences with the Ariel Leader, he said that two-stroke throttles should be set to close. His reason, of course, is that if the slide does not shut completely four-stroking and eight-stroking are inevitable when the engine is on the overrun, resulting in snatch in the transmission and in staccato barks from the exhaust. Dissenters maintain that while the throttle is shut on downgrades the cylinders are being starved of oil, so that an erratic exhaust and snatchy transmission are the combined lesser of two evils. Which is the more logical view? I side with my colleague. After all, there's not much difference in the amount of petrol fed through a carburettor on the pilot jet or with the throttle a fraction open. And in order to determine the amount of oil that is being passed you have to divide the petrol quantity by 16 or 20 or 25—or whatever is the proportion of oil to petrol being used. There is, of course, a further argument. On downgrades the engine is doing no work and is being cooled by a swift-flowing rush of air. Is it not reasonable to deduce that in those circum-

stances the pistons are contracting, and the danger of seizure is in fact reducing? Finally, if there are any doubts about lubrication on the overrun, the old safety precaution of an occasional blip of the throttle can always be adopted.

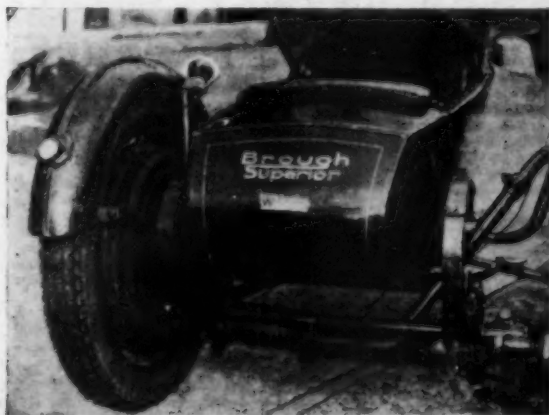
CLOSE TO STEAM

A welcome visitor the other day was that great vintagent, Tich Allen. He arrived, as he always does, unexpectedly but was none the less welcome for that, especially when I saw his means of transport. It was a 1933 Brough Superior, a chuckling 1,100 c.c. side-valver harnessed to a banking sidecar. The chair is a Watsonian sports model, made especially for the fabulous George Brough himself, and the timbers are those that were fashioned by the craftsmen employed by Watson père just a quarter of a century ago. Perhaps it is inaccurate to describe that chair as a banker for it is not strictly that, as compared, for example, with the model used by Freddie Dixon to win the Sidecar T.T. way back in 1923. What happens in this case is that the sidecar tilts sideways on its chassis only to the left and so causes the machine to lean over with it. A peg, on the chassis, operated by a cable and pedal, is disengaged to allow the banking to take place. When the pedal is released another peg on the chassis engages in a scroll on an enormous hub plate. As the wheel revolves the pin is carried upward, by the scroll, towards the circumference of the drum, until the sidecar is flying straight and level again. When I used the word "flying" I was exaggerating much less than you might imagine. I did little more with the Brough than rush it round the houses. But it was fun to lift away in second and watch the needle sweep round the dial to 50 per in a breathtakingly short space of time. As for plonk, the "11-50" must be the nearest thing to steam.

GEAR SEQUENCE

"There are certain machines of continental manufacture," writes a reader, "the gear boxes of which are so fashioned that neutral lies below bottom and not between bottom and second (as is the practice in this country)." My correspondent goes on to eulogize the scheme, on several counts. Gear changing, he feels, is simplified between bottom and second, and it is easier to remember that all upward changes are made by moving the pedal one way and all the downward changes made by moving the pedal the other way.

Below: George Brough's old sidecar which, under pedal control, can be tilted to the left, allowing the machine to be banked over on left-hand corners. Return to normal position is effected by the scroll on the hub (see "Close to Steam"). Right: Tich Allen, present owner of the outfit



The "one up and three down" system, he suggests, is confusing, particularly to novices. The only machine I have ridden with the selector layout postulated was the modernistic Maico Taifun, with which I spent a pleasant morning in Geneva a few years ago. The scheme worked well and my sole crib was that, approaching lights, I had to drop down through three gears, instead of two, to find neutral. Is there any sort of mass movement in favour of the neutral-at-the-bottom scheme of things?

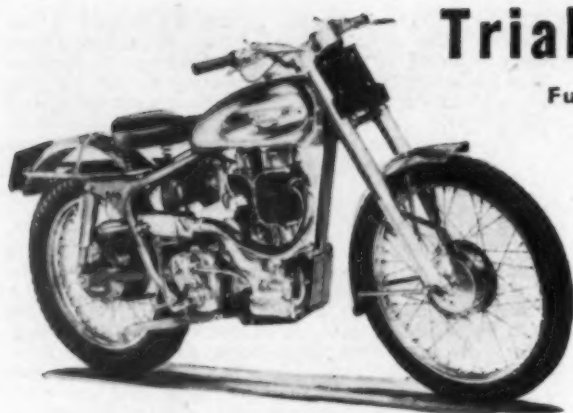
PLAY THE GAME

Vic Willoughby tells me that, many years ago, when he was little more than a lad, he wrote to *The Motor Cycle* Technical Information Department about some transmission bother on a middle-aged Vincent. With the help of the literature loaned he was able to rectify the bother, though he was forced to work like a beaver to get the job done during the five-day period for which the instructions had been lent to him. There are others, apparently, who work less quickly. Some instruction books and leaflets sent out from Dorset House under the free technical information service are many weeks overdue. Fellow riders, meanwhile, are in need of them—indeed, for one or two of our handbooks we have had to compile waiting lists. Need I say more? Speedy return of borrowed literature may keep another enthusiast on the road; tardy return may keep him off it.

A TIN A DAY

To save time while touring and at the same time cut costs, many motor cyclists make a habit of eating lunch at the wayside. Sliced luncheon meat and potato salad are easy to carry in canned form and go very well with fresh rolls, tomatoes and fresh fruit. But is tinned food really wholesome? The complete answer is given, I think, in the report issued by the British Food Manufacturing Industries Research Association, at Leatherhead, which recently opened a selection of tins taken from the Antarctic bases of Shackleton and Scott and sampled the contents. The 50-year-old tins of herring and tongue were quite palatable; the 1911 Scott Expedition pea flour "could still be used as the basis of soup"; the 1908 Shackleton Expedition cocoa was "excellent." Only the tin of meat extract from the United States 1939 expedition excited disapproval.





Trials Royal Enfield

Functional 346 c.c. Works Replica Model

Introduced Embodying Many of the
Features Proved by Famous
Competition Experts

KEEN supporters of the trials side of the sport for many years, Royal Enfields are to reintroduce a 346 c.c. competitions machine, the Works Replica. As the name implies, the model incorporates many of the features successfully proved in major trials by such famous riders as Johnny Brittain and Peter Stirling.

Heart of the Works Replica is a power unit based on that of the 346 c.c. Bullet but suitably modified for its purpose. Both cylinder head and barrel are light-alloy castings. The cylinder head has cast-in valve seats of austenitic iron and the barrel is fitted with a shrunk-in liner also of austenitic iron. Following traditional Royal Enfield practice, the connecting rod is of light alloy and has a floating-bush big-end bearing. Compression ratio is $7\frac{1}{2}$ to 1 and the flywheels are specially increased in weight to provide the low-speed pulling characteristic demanded by trials riders.

Ignition is by a wading-type Lucas magneto with manual control. It is mounted at the rear of the cylinder barrel and driven by a train of gears. No dynamo or lighting equipment is provided. The carburettor, an Amal Monobloc of $\frac{1}{8}$ in bore, is fitted with a Vokes lightweight air filter.

Primary drive to the four-speed gear box is by duplex chain in an oil-bath, light-alloy case. Gear ratios, as used by the works-entered Royal Enfield riders, are 7.56, 10.58, 16.25 and 22.68 to 1 in conjunction with a 17-tooth final-drive sprocket. Alternative sets of gear pinions can be supplied to order, details of which will be given on application to the factory. Other final-drive sprockets obtainable have 15, 16, 18 or 19 teeth.

A short, high-level exhaust pipe is fitted on the right-hand side of the machine and terminates in a small, oval silencer mounted inside the rear frame loop where it is clear of the rider's leg. The silencer has an outwardly turned tail pipe.

Light but strong, the frame is of chrome-molybdenum steel tubing and is of part-brazed and part-welded construction. It is generally similar in design to that of the Bullet models. An undershield is provided beneath the

engine. A horizontal sub-frame loop gives support to the rear mudguard, the rigidity of which is increased by a strip-metal stay which passes over the top of the guard.

Very functional in appearance, the new Royal Enfield has a small, sprung saddle and narrow, trials-type mudguards in polished light alloy. The front registration plate is attached transversely to the telescopic fork and embodies provision for the fixing of riding numbers. The speedometer is housed in a neat aluminium casting which serves as the fork upper yoke and handlebar mounting.

Of forged steel, the footrests are set well back to give good control when the rider assumes a poised position. To clear the right footrest, the long kick-

starter pedal is cranked and is, of course, of folding pattern. Other equipment includes a small cylindrical tool container and centre and prop stands.

On the front wheel is a 2.75×21 in Dunlop Trials Universal tyre equipped with one security bolt. Two security bolts are fitted to the rear-wheel rim which carries a Trials Universal tyre of 4.00×19 in. Both hubs are in light alloy and are of full-width type; that at the rear also incorporates the well-known Royal Enfield cush drive. The rear wheel is quickly detachable. Brake drum diameters are 6 in on the front wheel and 7 in on the rear, with 1 in-wide linings. Ground clearance is $6\frac{1}{2}$ in, saddle height 31 in and wheelbase 53 in. Weight is under 315 lb.

Finish is in polychromatic silver grey except for the narrow, $2\frac{1}{2}$ -gallon fuel tank which is in matt-finished chromium plate with polished side panels incorporating plastic motifs. Basic price is £194 7s 9d and the total price, including British purchase tax, £242 10s. The makers are The Enfield Cycle Co., Ltd., Redditch, Worcestershire.

Endurance Plus

LAST Saturday and Sunday André Baldet, riding a 171 c.c. James Cavalier, covered 1,000 miles over the Isle of Man T.T. Mountain circuit in 23h 58m. His average speed was approximately 42 m.p.h. Baldet began his marathon (he rode the entire distance himself) at 8 p.m. on Saturday and finished at 7.52 p.m. on Sunday.

Weather conditions during the night could only be described as foul—heavy rain and wet roads most of the way round the course. Not surprisingly he had two minor tumbles, one at Craig-ny-Baa and one at Signpost Corner, but fortunately he was unhurt. Weather for the remainder of the run was perfect. Stops for fuel were made every two laps.

Not content with his astonishing achievement, Baldet set out at 2 p.m. on Monday to cover 100 laps of the Mountain Course in 100 hours on a 145 c.c. Douglas Vespa Clubman scooter. Sharing the riding was former road racer, Manxman Dennis Christian.

New Imports

THREE new models are added to the range of foreign machines brought into Britain by Motor Imports Co., Ltd. They are a one-fifty version of the 124 c.c. Motobécane Mobyscooter and two Moto-Guzzis. Apart from the size of its two-stroke engine, the one-fifty Mobyscooter is identical with the 124 c.c. model which, it will be recalled, is unusual in that both suspension systems employ rubber as the resilient medium. Price of the one-fifty, including British purchase

tax, is £149 19s 6d. A pillion seat and spare wheel complete with tyre are standard equipment.

The Moto-Guzzis are the new 98 c.c. Series II Zigolo and a touring version of the Series I Zigolo de luxe already imported. Introduced at the Geneva Show last March, the Series II Zigolo is, like the Series I, powered by a rotary-valve two-stroke engine. But the barrel is of light alloy and has a hard-chromium bore. Full-width hubs are employed. Price (including p.t.) is £129 19s 6d.

Chief difference between the de luxe and touring variants of the Series I Zigolo is that the touring model has 19 in-diameter wheels (17 in wheels are fitted to the de luxe). Price (including p.t.) of the touring model is £109 19s 6d. A speedometer can be supplied at an extra charge of £3.

Concessionaires are Motor Imports Co., Ltd., 158, Stockwell Road, London, S.W.9.

Irish Championship

BELFAST rider W. J. Hutton (Matchless) won the Tommy Stewart Trophy in the Irish Championship Scramble on Saturday from an entry of 62. The leader on the first seven laps of the 1½-mile undulating course at Inch, near Downpatrick, was Alex Woods (B.S.A.), but Hutton moved up and held the lead from Lap 8 to the finish.

Tommy Stewart Scramble (15 laps).—1. W. J. Hutton (Matchless), 45m 27s; 2. A. M. Woods (348 B.S.A.); 3. B. H. Miller (Ariel). **Best Performance:** 300 c.c.—Hutton. 350 c.c.—Woods. 250 c.c.—P. C. Dickson (Dor). **500 c.c. Scramble Race.**—Hutton; 2. N. A. Bell (J.A.P.); 3. T. H. Robb (249 Dor). **350 c.c. Scramble Race.**—Woods; 2. Bell; 3. Miller (249 Dor). **250 c.c. Scramble Race.**—1. B. Mann (150 Triumph); 2. Robb; 3. N. Greenway (Greenway).



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Safety 1½ c.a. saloon	121	4 5	Airflow s.s. sports on A3 chassis	115	4 9	Renown s.s. saloon	39	9 11
San Remo d.a. saloon	119	18 4	Brake	7	15 6	Royal c.a. saloon	36	11 6
With brake	125	10 7						
Family Favourite d.a. saloon	115	14 1	GARRARD			SURREY		
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Gnat s.s. open tourer	57	12 8	S90 Sports	109	16 4	Rambler de Luxe s.s. saloon	66	14 2
Scotabox commercial box	43	0 0	S90 Drophead	140	11 3	Scooter Box	42	10 0
Safety Mk. I chassis (for Safety 2 and 1½)	39	18 5	Mono-Box (motor-cycle model)	65	0 0	Lightweight Box	42	10 0
Brake	10	10 0	Mono-Box (scooter model)	63	0 0	Syvan caravan	139	0 0
Sprung-wheel conversion	8	0 0	Mk. 4 lightweight chassis with sprung wheel	39	18 8	Scooter chassis	28	0 7
Brake and sprung-wheel conversion	17	0 0	Mk. 6 heavyweight chassis with sprung wheel	44	18 6	SCI chassis	28	0 7
Safety Mk. 2 chassis (for Family Favourite)	43	7 0	Brake	9	7 2			
Brake	4	10 0				SWALLOW		
Junior Safety chassis (for Cob)	32	6 2	HILLSBOROUGH			Vulcan Mk 2 d.a. saloon	115	0 0
Lightweight chassis (for Queen B, Gnat and Scotabox)	30	17 6	Regent c.a. saloon	94	9 10	Comet Mk 2 c.a. saloon	100	0 0
			Lonsdale d.a. saloon	103	4 6	Tudor s.s. saloon	97	10 0
B.S.A.			Cotswold s.a. saloon	85	15 2	Jet 80 Mk 2 s.s. sports	107	10 0
22/47 s.s. tourer	84	7 11	Rivlin c.a. saloon	81	14 2	Sprite Scooter s.s. saloon	68	10 0
22/54 s.s. saloon	87	16 6	Derwent c.a. saloon	94	9 10	Swift Scooter s.s. sports	67	0 0
23/51 c.a. saloon	92	12 7	Rigid chassis	39	3 0	Scooter Box	39	10 0
No. 22 chassis	30	17 6	Springer chassis	44	1 3	Commercial Box	52	16 8
No. 23 chassis	32	5 0	Brake	8	11 8	Velvet chassis	37	10 0
						Pathfinder chassis	37	10 0
BUSHAR			P.M.B.			S.V.V. chassis	24	0 0
York d.a. saloon	116	0 0	Adventurer c.a. saloon	150	19 8	Brake	5	10 0
Lancasteria c.a. saloon	110	10 0				WATSONIAN		
Astral d.a. saloon	117	10 0	RANKIN			Windor s.s. tourer on LX chassis	51	10 0
Devon c.a. saloon	98	0 0	Watford c.a. saloon	36	3 7	Marlow s.s. sports on LG Mk I chassis	40	10 0
Lincoln s.s. saloon	99	0 0	Lifford s.s. saloon	34	18 7	Eton s.s. saloon on LG Mk I chassis	62	10 0
Astrallette s.s. saloon	99	10 0	Bidford d.a. saloon	51	15 5	Avon s.s. sports on VG21 chassis	78	10 0
Chassis	37	0 0	Cranford c.a. saloon	46	3 2	Monaco s.s. sports	139	0 0
Brake	5	12 3	Watsonian VG21 chassis	36	10 0	Monarch s.s. tourer on VG21 chassis	86	0 0
Gregoire springing	8	17 6	Watsonian Kwikfit chassis	42	10 0	Ascot s.s. saloon on VG21 chassis	97	10 0
			Brake	5	10 0	Light Maxstoke c.a. saloon on LG Mk I chassis	79	0 0
			Sprung wheel	5	10 0	Maxstoke c.a. saloon on VG21 chassis	97	10 0
CANTERBURY			RAVEN			Cambridge d.a. saloon on VG21 chassis	116	10 0
Sportsmobile d.a. sports	126	10 2	Victor d.a. saloon	44	18 3	Bambini scooter on SC chassis	79	10 0
New Carmobile three-seat saloon	130	7 1	Hertford de Luxe c.a. saloon	38	13 6	Bombor carrier on SC chassis	55	10 0
Hawk s.s. saloon	96	11 1	Hertford c.a. saloon	34	10 7	Light Box on LG Mk I chassis	36	10 0
Eagle d.a. saloon	116	1 3	Essex c.a. saloon	41	3 5	Standard Box on VG21 chassis	45	0 0
Venom occasional d.a. saloon	100	0 9	Grange s.s. saloon	32	8 9	Tropical Box on VG21 chassis	80	10 0
(The foregoing are on GMC9A chassis)			Cadmore s.s. sports	22	9 2	Commercial Truck on VG21 chassis	45	10 0
Demon s.s. saloon on GMC8	65	19 9	Ashby de Luxe occasional three-seat saloon	62	7 6	Freight Carrier on VG26 chassis	60	0 0
Carmobile Mk. I three-seat saloon	89	14 7				SC chassis	22	10 0
Avenger occasional d.a. saloon	39	8 3	STEIB			LX chassis	30	0 0
Valiant c.a. saloon	59	1 4	RS1 for scooters	89	13 11	LG Mk I chassis with coil springs	32	0 0
Challenger s.s. saloon	55	18 6	RS2 for scooters	97	6 1	LG Mk I chassis with quarter-elliptic springs	33	10 0
Conqueror d.a. saloon	70	8 11	LS200 s.s. open	74	4 6	VG21 chassis	36	10 0
Victor c.a. saloon	65	13 8	S250 s.s. open	88	17 8	Kwikfit chassis	42	10 0
Lightweight commercial box	42	8 6	S350 s.s. sports	83	17 11	VG26 chassis	43	0 0
Competition (with chassis)	85	15 3	S501 s.s. sports	97	12 4			
GMC3A chassis	37	2 9	TR500 s.s. sports	110	14 3	WESSEX		
GMC6A chassis	41	18 7	Single-seat Tourer for Lambretta	69	0 5	Child-adult saloon	125	19 11
GMC7A chassis	41	18 7	scooter	52	10 0	Single-seat tourer	102	5 11
Disc wheel with brake	6	16 1	Commercial Box for Lambretta scooter					
Brake	6	1 1						
Disc wheel	1	11 3						

Abbreviations: s.s., single-seater; c.a., child-adult; d.a., double-adult. Prices of Rankin, Raven and Streamline are for bodies only.

HOLIDAY NOTES



Dating from the 16th century, *The King's Head* at Chigwell, Essex, was eulogized by Dickens under the name of Maypole in "Barnaby Rudge"

WHATEVER the sign above the door may say, the street-corner pub or the village ale-house is not an inn, and never will be. For the inn is primarily a lodging house, with the sale of liquor of only secondary importance. That distinction dates from the 16th century, when licensing laws were introduced into Britain. In those days the

better roads and the growth of the coaching business created a demand for more luxurious accommodation for the overnight traveller. The innkeeper at last added a bar and a dining room to his premises, while the more important coaching houses erected stables so that fresh horses could be supplied to take the coach forward to the next stopping place.

Look at Inns

BUT THE INN, of course, is far older than the licensing laws. It is, indeed, as old as our roads and right from the earliest days the traveller has been protected by legislation from being exploited. For instance, King Edward III in 1349 passed a law whereby an innkeeper who overcharged a guest could be made to repay twice the amount he had extorted; and that was in the days when bed and breakfast cost less than a shilling!

IN THE MIDDLE AGES the inn was more than mere lodgings. In many cases—as can still be seen at Gloucester's New Inn—it had a gallied courtyard and from



Another monarch's head: realistic sign of *The King's Head* at Coddensham in Suffolk

differences between an inn and a tavern were more strongly marked than they are today, for by law the innkeeper was prohibited from setting up a bar (although drinks could be supplied to genuine travellers) and the tavernkeeper risked a severe penalty if he offered sleeping accommodation.

THOSE LAWS were to remain in force for nearly 300 years, until the coming of

WHAT'S ON

Argyllshire.—August 29 and 30: Highland Games, Cowal.

Channel Islands.—August 28: Battle of Flowers, Guernsey.

Devonshire.—August 23 to September 14: Sea-angling festival, Teignmouth.

Dorset.—August 21 to 23: Regatta and carnival, Swanage. August 24 to 30: Yachting, National Firefly Week, Weymouth. August 27: Carnival, Weymouth.

Essex.—August 21: Firework display, Clacton on Sea. August 23 to 30: County cricket week and carnival week, Southend on Sea.

Glamorgan.—To September 27: *Son et Lumière*, Cardiff Castle.

Hampshire.—August 27 to 30: Horse show, Aldershot. August 27 to September 2: County cricket week, Bournemouth.

Isle of Man.—August 27: Floodlit tattoo. August 28: Carnival, Douglas. August 30 to September 6: International dance congress.

Isle of Wight.—August 28 to 30: Carnival, Cowes.

Kent.—August 21: Carnival, Ramsgate. August 23 and 24: Regatta, Ramsgate. August 27 to 29: Cricket, Kent v. New Zealanders, Canterbury. August 28: Horse show, Herne Bay. August 28 to 30: Carnival, Birchington. August 31: Regatta, Margate. August 31 to September 7: Carnival, Westgate on Sea.

London.—To October 11: *Son et Lumière*, Greenwich. August 21 to 26: Cricket, fifth test match, The Oval.

Suffolk.—August 21: Carnival and regatta, Lowestoft. August 25 to 30: Regatta, Oulton Broad.

Sussex.—August 27 to September 2: County cricket week, Hove.

Westmorland.—August 21: Sports, Grasmere.

Yorkshire.—August 22: Pony show, Harrogate. August 23: Dance festival, Butlin's Camp, Filey.

(A full list of motor-cycle features appears on page 240)

a hay wain in the yard companies of strolling players entertained the crowds of villagers or townsfolk who watched from the balconies. Sometimes, as at Hundred House near Stourport, Worcestershire, or at Speech House in the Forest of Dean, it became a local magistrate's court on occasion.

EVER-POPULAR SUBJECT for a Christmas card is the stage coach, with its team of spirited horses, the warm and friendly inn and the jolly innkeeper to welcome the guests or speed them on their



No prize is offered for guessing the name of the inn bearing this sign at Holbrook. Yes, it is *The White Horse*

way. But in the 1850s, as the railways spread over the land, traffic melted from the roads and the inns fell on hard times as, one after another, the stage coaches made their last runs.

THE PETROL ENGINE brought the inn back to life. Traffic returned to the roads in increasing volume and innkeepers converted the deserted stables and coach-houses into garages for the convenience of the new travellers. Many of the ancient inns now carry the yellow or blue plaques of the A.A. or R.A.C. And if, on your holiday travels, you are fortunate enough to stop overnight at one of them, then ask the landlord to tell you something of its story. It is sure to have one and it is equally certain to be interesting.

AVOIDING HEAVY TRAFFIC

THE Kent coast holiday resorts are very popular with Londoners, as every motor cyclist heading that way during a summer weekend knows full well. The R.A.C. suggests the following 94½-mile route which avoids the heaviest traffic. A word of warning: this route takes you off the beaten track and hence a little map-reading may be helpful at times.

Take A20 from Vauxhall Bridge through Peckham, Lewisham and Mottingham to Chislehurst Common. Bear left at the fork beyond Chislehurst, cross Orpington By-pass and carry on to St. Mary Cray. There turn right and follow B258, then on to Crookenhill, Eynsford and Romney Street. Beware of steep gradients just beyond.

At the junction with A25 turn right to Ightham, Borough Green, Platt and Offham. At the Startled Saint public house turn right to Mereworth. There turn left to Teston and follow B2163 to Charing. Leave as for Canterbury but turn right half a mile farther on, taking B2077. Carry on through Stocker's Head, Monkery, Shottenden and Shalmsford Street to Street End.

There is a very tricky bit 3½ miles beyond Street End at Patricbourne. Turn left then half a mile on turn right; three-quarters of a mile farther still keep left; at the cross-roads half a mile beyond that turn left, then 1½ miles ahead again turn left.

At Bramling turn right, then bear left to Wingham. Leave as for Sandwich, turn left along the main street and left again at the junction to Preston and East Stourmouth, crossing River Stour by Plucks Gutter Bridge. At the roundabout beyond Gore Street turn left for Margate or continue ahead for Ramsgate.

OFF THE BATTERY

NOT the least of the attractions of an electric shaver is that it can be used wherever there is a mains current supply. Even more useful is the Remington Auto-Home model that will operate off a six-volt motor-cycle battery as well as a mains supply, A.C. or D.C., in the voltage range 210-240. (An alternative combination offered is 6v and 110-125v.) An Auto-Home on test was operated perfectly satisfactorily from the inspection lamp connections of an Ariel Leader but could, of course be connected easily to the battery of any machine. The effectiveness of the Remington shaver is well known. Moreover, the craftsmanship and quality of its construction make it a pleasure to own and use. Price is £11 9s 2d complete with additional lead and plug connector for battery operation. Makers are Remington Rand, Ltd., 26-40, Kensington High Street, London, W.8.



The Remington Auto-Home electric shaving outfit for operation off a motor-cycle battery or by a mains current supply

Weather Forecasting

STORM SIGNS

By DAVID BOWEN, F.R.Met.S.

THOUGH ONE'S MACHINE may be equipped with an efficient windscreen, there is good reason to avoid the worst weather conditions on the road. To that end a small aneroid barometer comes in very handy. Perhaps you have one already? Be prepared for a windy, rainy day if the pointer moves quickly toward "Low," particularly if it moves in jerks. Later, when the worst of the gale is over, treat a sudden rise of the needle with caution. It could mean a second storm. In the words of the old salt, "First rise after low foretells a stronger blow."

If there is no barometer handy, there are generally other ways of predicting a gale. For instance, a partly cloudy sky with a stiff breeze may not mean anything serious, but if it is followed by overcast conditions within an hour or two—and there is still a good deal of wind—then you can expect a gale within four to

five hours; maybe even sooner on some occasions.

Suppose, though, that the sky, having been partly cloudy, becomes overcast in a matter of ten or 15 minutes. In that case, however gusty and unpleasant the approaching shower may be, you can expect a return to brighter, calmer weather in the near future—generally within the hour.

So far it has been a pretty depressing summer: little but rain or heavy showers for days on end. And then, out of the blue, comes a sudden, very hot day, perhaps. Trust it just about as much as you would an oily road surface. Before the day is out there will be heavy thunderstorms over a wide area.

Is the storm easing? Ignore a few odd patches of blue in an otherwise stormy sky. The best guide is the gradual lightening of cloud tones over the whole horizon.

ROAD WORKS

The Automobile Association reports that congestion is likely during the coming week on the following holiday routes:—

A4 (London-Bath).—Single-line traffic at Box Village, near Bath.

A361 (Taunton-Bampton).—Single-line traffic 2½ miles west of Wiveliscombe; diversion at Frome.

A3 (London-Portsmouth).—Single-line traffic on Guildford By-pass.

A20 (Maidstone-Charing).—Single-line traffic near Bearsted.

A6 (London-Carlisle).—Single-line traffic at Milthorpe, between Kendal and Carnforth.

COMPETITION COMMENTARY BY RALPH VENABLES

Briefing for Bavaria

I.S.D.T. Teamsters Steeped in Logic at Six-hour Meeting

FOR six hours last Tuesday week British International Six Days' Trial team members and reserves were assembled in Reading, Berks, for instruction on all aspects of the trial (which takes place in Bavaria from September 22 to 27). Unavoidably absent were John Giles and Dave Curtis (Trophy), Sid Wicken and Ron Langston (Vase A) and Brian Stonebridge (Vase B), which meant that the line-up comprised Bob Manns, John Brittain, Brian Martin and Ken Heanes (Trophy), Roy Peplow and Tim Gibbs (Vase A), Peter Stirland, Jim Sheehan and Jack Simpson (Vase B) and Peter Fletcher and Triss Sharp (reserves). Fletcher had ridden his machine all the way from Leeds—leaving at 5.30 that morning—and, as ex-Trophy team-man Jack Stocker dryly remarked, most of the teamsters would have lost their "golds" for arriving late!

ONCE under way, the meeting progressed well. Much of the morning was occupied with extremely clear and concise comments by Stocker, illustrated at times with photographs (many from *The Motor Cycle*) of past "Internationals" which helped to emphasize such points as how best to overcome delays on a difficult hill or at a congested time check. Maps, too, were on view, and Stocker's experience gained from many years as a teamster revealed aspects of the I.S.D.T. which were of the utmost value to the "new boys."

TECHNICAL hints and tips were given lucidly; snags and pitfalls enumerated in a way which gave riders a clear picture of the surest ways to overcome (or, better still, avoid) trouble. Tyre pressures, said Stocker, should be 20 lb, rim tapes should be stuck on to the rims, common-or-garden safety pins should replace split pins for speedy removal, spare chains should have been used sufficiently to have bedded down properly and spare cables should have been connected and used to ensure that they really fitted. Better sure than sorry was the theme, and stemming from it were instructions to carry pumps as well as air bottles, bulb horns as well as electric horns. What spares to take and how best to carry them was a topic which rightly occupied a great deal of time. Experienced competitors such as Bob Manns and John Brittain endorsed Stocker's recommendations with wrinkles of their own, so that by the end of the morning those riders who will have their first taste of the "International" next month had a considerable insight into the recipe for success.

AFTER a break for lunch, Jack Stocker handed over to Tom Bowers and Bert Willow of Dunlops for practical advice on tyre fitting and an intriguing demonstration of puncture-sealing compound. Then team manager H. P. Baughan took riders right through the regulations—from the weigh-in to the speed test at the finish—pin-pointing each important item and ensuring that everyone was thoroughly *au fait* with what was required. Changes in the regulations concerning marked parts of machines were stressed (particularly as regards headlamps, cylinder barrels, crankcases and rear suspension units) and it was evident from riders' questions that the whole subject was being accorded the keenest attention. Indeed, the discussion must have been beneficial not only to the newcomers but to the old hands as well. On September 1 there will be another meeting of riders at Reading, the main purpose of which will be to examine competitors' machines.

IN our issue for July 24 it was revealed that a Francis-Barnett team would be competing in the I.S.D.T. Now comes the welcome news that two further British two-stroke teams—James and Greeves—are being nominated. What a contrast to the present situation in Germany and Italy where expenditure on national teams has been cut so drastically that neither country looks like fielding a worth-while Trophy or Vase team. The Italian federation maintains that

all national-team costs should be borne by the manufacturers.

THINGS have come to a pretty pass! Last Sunday there was a trial in Sussex in which competitors were required to average 18 m.p.h. over a distance of 66 miles. Much of the going was along green lanes and downland tracks and the course included 18 observed sections. A few days previously I had asked a well-known rider why he never entered for this annual high-speed scamper along the South Downs. "Some of the best trials I have ridden in," he said, "have been ruined because of a tight time schedule. I've either hung about and lost marks for being late or really got a move on and then found my efforts were wasted because the organizers had decided to abandon the time factor in order to pacify competitors who had spent so long inspecting sections that they'd have been excluded."

SAD but true. Over and over again I have attended otherwise excellent trials—especially in Wales—where the few competitors who have not been penalized for lateness have been exasperated to learn that the time schedule had been scrubbed.

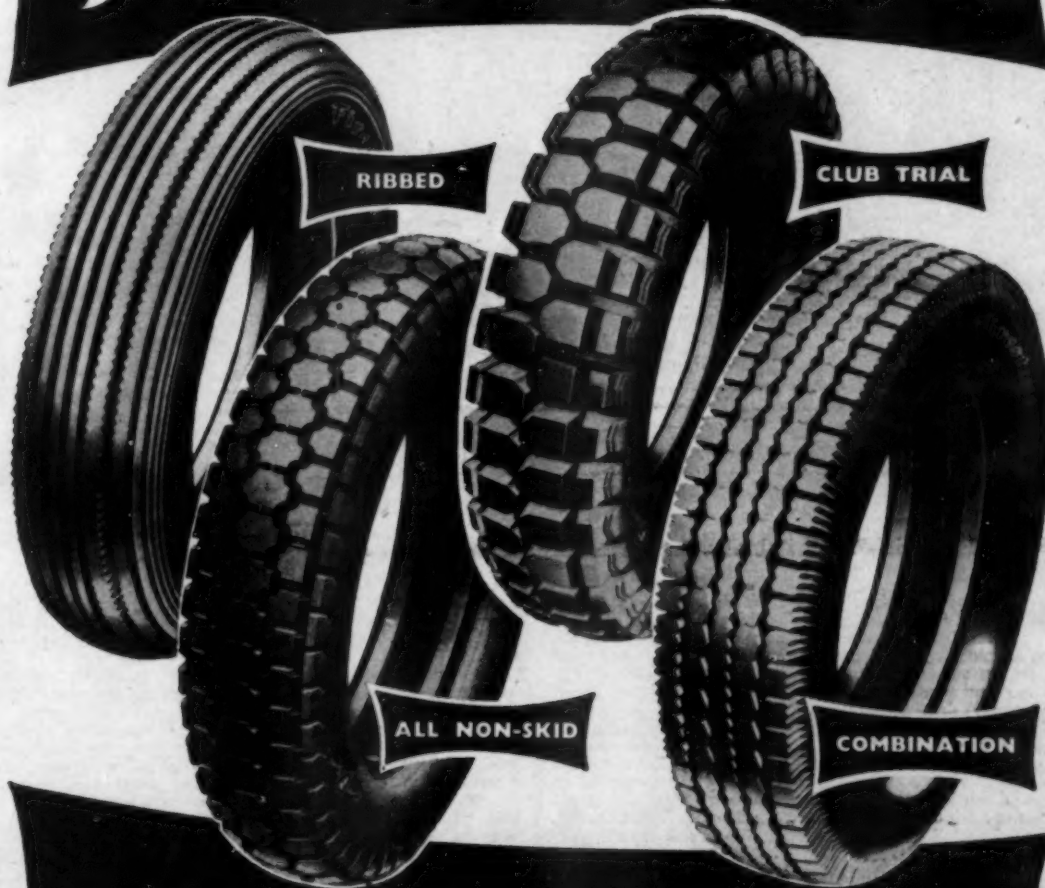
ORGANIZERS whose events are on the Army approved list (that is to say, the list of civilian trials in which participation by Army riders on W.D. machines is officially sanctioned) are disturbed by a steady decline in Army entries. Figures have dropped by as much as half during the past 12 months. Where an Army entry of 100 is permitted there are seldom more than 50 received (often far fewer). Why this nose-dive? Have some clubs tended to discourage the Army "regulars" by giving them impossibly difficult courses? I think not. My impression is that the men's enthusiasm is as great as ever and that it is on the administrative side that the lapse has occurred.

The final positions in the World's Moto-Cross Championship are given in the report of the Swedish Moto-Cross Grand Prix on page 236. Here is John Draper (riding No. 4), the best British finisher, in the Moto-Cross Grand Prix of Belgium held at Namur earlier this month



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A New Sidecar in Oldest England

Paul Black Looks Back to Early Spring and His First Gallop with a Large Two-seater



"Our arrival in Charnwood coincided with a meet of the Quorn hunt." On the left is the author's Panther outfit with its new Blacknell San-Remo double-adult body and Mary Black sitting on the dual-seat

DOES a double-adult saloon take the fun out of sidecarring? Must better passenger comfort be paid for by reduced performance and manoeuvrability coupled with a modicum of fatigue for the driver? These doubts crossed my mind as we set out on our first trial trip with the new sidecar. The well-loved and much-travelled open tourer could no longer accommodate our teen-age family. Deep cogitation, assisted by *The Motor Cycle* buyers' guide and a certain amount of snooping in vehicle parks at race meetings, had led to Blacknell's Nottingham factory where I saw their new San-Remo models being made. This double-adult body is normally supplied in two-tone finish on a sprung-wheel chassis. Could my agents have one to mount on my six-year-old Watsonian VG21 chassis, and could it be all-black to match the Panther springer? Mr. Webb said yes, and how soon?

So there we were! The family, for reasons obvious and disrespectful to all concerned, had named the newcomer Nellie Black and demanded an outing. Accordingly, with Nellie provisioned for a picnic, we were heading for Charnwood Forest, an area which deserves to be better known. It lies west of A6 between Leicester and Loughborough, and there is nothing quite like it anywhere else in Britain. Mountain country in miniature, it might be described as a toy Lake District with a touch of North Wales. There are hills and valleys, rocky crags and distant prospects; woods, pastures, heaths and lakes. There are even Highland cattle and herds of deer. Yet the highest point is only 810ft above sea level and the whole area measures no more than seven miles each way.

Charnwood is an acquired taste gained by exploring its country lanes on a mere whiff of throttle. Part of its charm lies in its age. Far older than the Alps or Pyrenees, it was once, so geologists say, an active volcano on the south coast of a continent

stretching up to Scandinavia. No eye saw it erupt, for in those pre-Cambrian days life had not yet appeared. But its queer volcanic rocks remain and, riding among them, you are in oldest England.

Like Charnwood, a double-adult sidecar, as already indicated, was for me an acquired taste. The family was enthusiastic from the start. They had fresh air without draughts, it seemed, and an excellent all-round view through the large Cobex windows. But for me, I had always liked to know where the third wheel was. Now, with Nellie between us, I could only guess at its whereabouts. It was a pleasant surprise, therefore, to find that the wheel could still be parked within an inch or two of the kerb. Instinct, I suppose. But what does the family man do who starts off with a large saloon? Perhaps he practices in country lanes, or fits a width indicator like those sometimes seen on car wings.

Past Bunny (delicious place name for a pleasant village) there is a fast stretch; 64 m.p.h. came up on the dial and the day brightened. There would be little, if any, loss of speed; I felt; for what the new chair gave away in overall bulk it largely regained in improved air-flow. An unexpected advantage of the long body with its screen set well forward was the absence of draught from the sidecar nose. My handlebar screens have always needed a Perspex extension on the left-hand side: now, perhaps, I could manage without.

Greatly to Snuff's delight, our arrival in Charnwood coincided with a meet of the Quorn hunt. To please the canine member of the family, we kept up with the field for a while, twisting and turning through the lanes in a manner which eased my mind about handling problems. Actually, for all her capacity, Nellie, at 125 lb, weighs no more than many a touring sidecar—a point that had influenced the choice. It was obvious, though, that a

two-seater fully laden could not be handled with the verve of a sports outfit. On a moderate left-hander I left the braking rather late and the effort needed to get round was startling. Passenger weight is carried farther forward than is the case with single-seaters; and if the load on the front wheel is further increased by hard braking, your double-adult can be quite a handful. The remedy, so far as left-handers are concerned, is the time-honoured technique of early braking followed by a twist of the throttle on entering the bend.

Tiring of the hunt, we turned off along a bridle-road into Swithland Wood and found a picnic place close to the cliffs of a disused slate quarry. Swithland blue slate is now scarce and costly, and we were told of a character who provided his funeral expenses in advance by selling his father's gravestone! The wood is public property, quite extensive and decidedly pretty, especially when the bluebells are in flower, though for them we were a month or so too soon. The rough going, however, revealed a defect in our sidecar mounting.

My old chassis had four short coil springs at the front and they were allowing the body to roll sideways against the handlebar. It was to be some weeks before this trouble was overcome. Replacing the springs with tubular distance pieces—cut from an old handlebar—stopped the roll but transmitted a deal of vibration to the passengers. Rubber mounting blocks, as used on the Blacknell chassis, were procured. The vibration disappeared and the rock an' roll returned: evidently the mounting points were too close together. Eventually two further blocks were added, one mounted on the lower end of the swan-neck and the other on a short length of steel tube driven into the opposite end of the front cross member. This mounting utilizes the full width of the body and has proved satisfactory in every way.

But to return to Charnwood: nowhere in its district is far from anywhere else, so in the course of the afternoon we drove round to Ulverscroft where shaggy, long-horn cattle graze under the ruins of a 12th century priory. The young of the breed are the oddest creatures imaginable; like woolly teddy-bears rather than calves. Nearby is a signpost difficult to resist, for it points the

way to Polly Bott's Lane, as pretty as the name is intriguing. Then we climbed up through Copt Oak to Green Hill where, from the Whitwick road, there is an extensive view to the north-east. Rising from the Midlands plain, Charnwood's hills command surprising prospects. From Bardon Hill a quarter of England and Wales could once be seen, the view including Lincoln Cathedral and the Shropshire Wrekin. But that was before the industrial revolution had cast a haze over the land.

Turning the outfit round, we drove back past woods and meadows to Newtown Linford, a pretty village of thatched and timbered cottages. Near the church is the entrance to Bradgate Park, through which one may drive, though it is best to park and explore on foot. Herds of fallow deer were grazing in the dead bracken among giant oaks. In winter the larger red deer are to be seen, but in the spring they go off to the hills. To round off the day we went on to Groby Pool and watched the waterfowl diving for their supper. Fringed with reeds, this 34-acre bird sanctuary would not disgrace the Norfolk Broads.

Driving homeward, I considered the merits and demerits of the proposed motorway which, presumably, will go through Charnwood on its way to Yorkshire. Some of the ancient peace will be lost, one fears, though motor cyclists will discover a corner of England at present known to relatively few.

The trip provided a fair test of the new sidecar, which emerged with flying colours. The family approved its comforts and the owner was well on the way to becoming a convert. Chassis alignment had not been altered. With 1½in toe-in, ½in lean-out and 5½in sidecar-wheel lead, the outfit gave bias-free steering on roads of average camber. Fully laden, that is, with over 20 stones in the sidecar and 25 on the machine—handling on corners was on the heavy side, though not unduly so. With a single passenger of average build, especially if occupying the rear seat, handling is light and resembles that given by a single-seat tourer. Calorie consumption, we are told, is higher for the sidecarist than for the driver of a heavy tank. Fitting a double-adult body may slightly increase that food consumption but does not take the fun out of sidecarring.

Jane and Mary Black admire the surprisingly picturesque scene presented by a water-filled, disused slate quarry in Charnwood Forest



The Swedes to the Fore

Last Moto-cross G.P. Has No Effect on Leading Championship Placings : Lundin Wins at Uddevalla

THE fact that his Luxembourg victory a week earlier had put the world's championship safely in the grasp of Belgium's René Baeten (F.N.) did not deter 15,000 Swedish moto-cross fans from thronging the 1.3-mile Uddevalla circuit, some 60 miles north of Gothenburg, for last Sunday's tenth and final grand prix of the series.

A runaway win by Sten Lundin (Monark) and the dominance of Swedish riders as a whole—Britain's Jeff Smith (B.S.A.), who finished fourth, was the only non-Swede in the first six—proved wildly popular, but the leading championship placings were entirely unaffected by the results. Lundin's eight points just failed to hoist him to Bill Nilsson's level, and though Smith's three points brought his total to 20, one ahead of Belgium's Hubert Scaillet (F.N.), Smith's score was amassed in seven finishes whereas only a rider's best six performances count. The first six placings in the championship are as follows: 1, Baeten, 42 points; 2, Nilsson (A.J.S.), Sweden, 34; 3, Lundin, 33; 4, John Draper (B.S.A.), Britain, 24; 5, Scaillet, 19; 6, Smith, 18.

The second of two 11-lap heats indicated the possibility that security of their championship places had robbed Baeten and Nilsson of their customary prowess. Both fell off—Nilsson three times; Baeten finished ninth and Nilsson 11th. But Nilsson had had practically no practice. He wrecked his oil pump on a rock when he ran off the course in his first practice lap and spent the rest of the training session in a lightning dash to Gothenburg for spares. Both riders retired from the 20-lap final at about half distance when well out of the running after tumbling again.

But the sensation of the final was the getaway, marred by seven false starts. Once the riders were sent back to the paddock. When at last the starter was satisfied, poor Draper—the only other Briton besides Smith—was skittled from his mount and run over; he was not seriously hurt but was unconscious for some time.

The race itself was almost devoid of excitement except for Smith's storming forward from sixth position in the closing laps and coming within an ace of snatching a further two places.

Final Placings.—1, S. Lundin (Monark), Sweden, 54m 55.8s; 2, R. Sigvardsson (Matchless), Sweden, 55m 19.0s; 3, G. Johansson (Green), Sweden, 55m 19.3s; 4, J. W. Smith (B.S.A.), Britain, 55m 20.2s; 5, L. Gustafsson (Monark), Sweden, 55m 21.2s; 6, R. Loef (Matchless), Sweden.

Bickers the Star

A CROWD of approximately 500 saw the Eastern Centre Scrambles Championships held at Edwins Hall Farm, Woodham Ferrers, near Chelmsford, on Sunday. The course is regarded as the finest in the centre and the racing was most exciting.

David Bickers, the brilliant 21-year-old Ipswich rider, won the Muller Trophy for 500 c.c. machines in the most exciting race of the day. His B.S.A. was in fifth position on the first lap and he rode brilliantly to come through to second on Lap 2 right on

the heels of the leader, D. Rix (Ariel), with G. Markey (B.S.A.) in third position. It was then a neck-and-neck affair to the sixth lap when Bickers took the lead to win by a narrow margin.

In the 250 c.c. event Bickers led throughout, but there was a great tussle for second and third positions between M. Hill, J. Hubbard and D. A. Reeve, all on Greeves. Hill fell in the mud on Lap 4 to let Reeve and Hubbard through.

The Costin Trophy for the club team of three riders with the most points was won jointly by the Baintree and Ipswich clubs.

500 c.c. Race.—1, D. Bickers (Greeves); 2, D. A. Reeve (Greeves); 3, J. Hubbard (Greeves); 4, G. Markey (B.S.A.); 5, D. Rix (Ariel); 6, J. Alm (B.S.A.). **300 c.c. Race.**—1, Bickers (B.S.A.); 2, Rix (Ariel); 3, G. Markey (B.S.A.). **Junior Race.**—1, Bickers (197 Greeves); 2, Rix (347 Ariel); 3, G. Markey (400 B.S.A.). **Junior Race.**—1, B. Green (347 Ariel); 2, P. Smith (197 Greeves); 3, R. J. Hendry (197 Francis-Barnett). **All-owners' Race.**—1, Bickers (197 Greeves); 2, Rix (347 Ariel); 3, G. Markey (400 B.S.A.).

Two-stroke Trial

A MASTERFUL performance brought Eric Adcock (197 Dot) into first place in last Sunday's Northern Two-stroke Trial. In glorious weather he journeyed over two laps of the 20-mile course with a loss of 18 marks at the total of 46 observed sections. The course, which started and finished at Newburgh, was made easier for the 66 starters by the dry weather, but the rocks were just as immovable as ever and trials organizers are trained almost to find mud in a desert, if need be! The Liverpool Imperial Club did the organizing and a most cheerful, unofficious and efficient job was made of it.

Parbold Quarry provided the largest and best group of sections, seven in number. The first was a hairpin by the quarry wall with large and small rocks so positioned as to catch footrests and send machines sliding on the greasy surface. J. G. Ferguson (250

Special) was one of many brought to a halt and even Adcock nearly lost control but just got through clean. D. Hasenden had to lift his 197 c.c. Dot over the rocks after getting jammed. This section was the hardest of the seven.

In contrast, the second of the quarry sections provided an almost precipitous descent to a right-hander, followed by a hairpin climb out. J. T. Wild (197 James) developed a slow-motion steering wobble and finally fell over the handlebar on the right-hander. Like many others, N. Foster (197 Dot) stalled his engine and stopped. J. Chipchase (197 Francis-Barnett) was last and unpunished and B. M. Wilcock (224 Francis-Barnett) also went through at speed.

Rock and tree swervery in a hollow comprised the seventh section. The surface was dry but loose and few were unpunished. R. J. Powell dropped his 123 c.c. B.S.A. at the bottom and, bouncing into the trees, slightly bent his front fork but carried on unworried. Adcock expertly picked his way through without losing a mark but M. Howells (197 James) came in too fast, locked the back wheel and stalled his engine.

Best Performance.—2, Adcock (197 Dot), 18 marks lost. **Best in Opposite Class.**—B. Horrocks (197 Greeves), 56. **Best Liverpool Imperial Member.**—A. W. Clare (197 A.N.C.), 114.

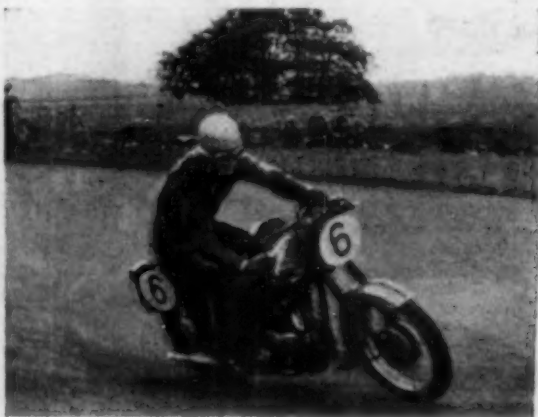
First-class Awards: Experts.—W. A. Clews (197 James), 24; J. H. Roberts (197 James), 27; J. Jones (197 Greeves), 34; W. Smart (197 Greeves) and I. C. Sheehan (197 Dot), 36. **Novices.**—P. Carter (197 Greeves), 69; J. N. Anderton (197 Dot), 81; A. Raby (197 Greeves), 88; J. Clarke (197 Dot), 92.

Police Capers

THE Metropolitan Police were "at home" for the Bow District Garage Club's eighth annual motor-cycle gymkhana at Chigwell Hall, Chigwell, last Sunday and, attracted by the fine weather, a record crowd gathered to enjoy an afternoon full of fun and interest. Police dogs were put through their paces and members of the Mounted Branch proved that, for sheer manœuvrability, a horse is hard to beat. However, it was the trick riding stunts by Timber Woods on his Matchless that received the cheers. Other displays of trick riding were given by members of the Thames Valley Vespa Club. Prizes were presented by David Kosoff and members of the cast of television's "Army Game."

Points Race (solos).—1, D. Tremmelen (Triumph), Grasshopper Club; 2, A. Chisley (Matchless), Ilford Amateur. **Slow Race.**—1, S. Turnbull (B.S.A.), Metropolitan Police; 2, D. Tremmelen (Triumph). **End-and-open Race (solos).**—1, J. Maddox (James), North-East London; 2, S. Turnbull (B.S.A.), M.P.; 3, S. Davis (B.S.A.), Bethnal Green. **Groupy Points.**—1, B. Barry (Matchless), Barking; 2, L. Howard (B.S.A.), Barking. **Obstacle Race.**—1, D. Miller (B.S.A.), Mont-Christie; 2, B. Sykes (Greeves), Ilford Amateur. **Ballroom Ride.**—1, D. Tremmelen; 2, B. Sykes.

As reported on page 238, the stewards of the Thruxton 500-Mile Race have awarded sixth place to the Triumph Tiger 110 shown here during the race last June. The riders were Adrian Burton and Charles Erskine; they were entered by Ecurie Sportive



Fun on the Downs

Severe Course for the Sunbeam

South-Downs Trial: Most Riders

Lose Marks on Time: Harry

Rayner (499 B.S.A.) Wins

NO greater contrast to the present-day pocket-handkerchief course could have been found anywhere in the South-Eastern Centre this year than that for the 66-mile super-sporting South-Downs Trial which the Sunbeam Club organized in Sussex last Sunday. Notable not only for the mileage but also for the fact that no tape was used on any of the 18 observed sections, the trial (for solos only) attracted nearly 150 entries and was held in gloriously sunny weather.

With the start and finish at Milland, most of the route lay along the top of the Downs between Petworth and Petersfield. Permission had been obtained to ride over bridleways so the organizers were able to include virtually every one of the many steep tracks which abound along the northern escarpment of the Downs. An 18-m.p.h. average was required throughout—something which proved to be the undoing of most competitors. Indeed, all but 30 lost marks on time, a sad reflection on the capabilities of riders reared on the ultra-short courses at Pirbright Common, and other W.D. land.

Right from the very outset it was evident



Lavington Bank where only two riders made unpenalized ascents. Picture shows D. M. Schmidt (497 B.S.A.) of the Bognor Regis Club

that the observed sections were going to be anything but easy. Robins Hill, steep and slippery, saw only four unpenalized ascents, and although the gradient was severe it was a curious fact that the four successful riders were all on two-hundreders. Less steep but much more tortuous was Lavington Bank, where the only clean climbs were those of Harry Rayner (499 B.S.A.) and Norman Flury (498 Triumph). Worse was to follow, for at the appallingly slippery Heyshott Hump only one rider got through without footing or stopping—R. J. May (347 Matchless).

After a 50-minute lunch break at a remote country inn near Chilgrove, the afternoon run began with a hazard known as Marden Maze—a mass of hairpin bends and tree roots where again a mere two competitors

coped successfully—John Willshire (197 Francis-Barnett) and the invincible Rayner. Rocks galore awaited riders at Milky Way, Upperton and Quebec Quarry—huge limestone atrocities which were alimy under overhanging trees. But Harry Rayner continued in brilliant form to the finish, and won for the second year in succession.

Best Performances.—H. H. Rayner (499 B.S.A.), 26 marks lost, 350 o.e.—I. A. Hillier (197 Greeves), 54, 360 o.e.—J. Vince (348 Royal Enfield), 55, 360 o.e.—R. W. Gulliner (497 Ariel), 52. **Novice Award.**—L. D. Clark (197 Jamco), 62. **Year Prize.**—Sunbeam (H. B. Rayner, O. Bartlett, M. J. Waller), 112.

First-class Awards.—B. J. Milton (347 Matchless), 54, O. Bartlett (499 B.S.A.), N. F. Flury (498 Triumph) and P. J. Mellors (490 Norton), 57, R. J. May (347 Matchless), 58; C. H. Clayton (347 A.J.B.) and C. A. M. Lambert (199 Triumph), 45.

Errol Wet and Dry

AFTER a glorious morning, rain started to fall for the early races in a crowded programme at Errol airfield on Sunday. However, the track dried out again and was almost perfect for the big races. Speeds were drastically reduced by an artificial chicane on one of the old high-speed sweeps and the fastest lap of the day was made by Bob McIntyre on his five-hundred Norton at 67.3 m.p.h.

There were so many races that the programme did not finish until 7 p.m. and it would have been later if the organizers had not cut the number of laps for the last three races.

McIntyre was never headed and, although not once did he run right away from his pursuers, he nearly always had a comfortable 50-yard lead. Closest finish was in the 500 c.c. final. Right on McIntyre's heels at the end of the opening lap were J. Buchan, T. McLeod and T. R. Graham, all on Nortons. McLeod moved into second position on the second lap and, in spite of challenges by Buchan and Graham, held on to finish 20 yards behind McIntyre.

Unlucky in the 250 c.c. race was J. Murgatroyd (Velocette), who fell at the new chicane with only a lap to go when in the lead. C. Bruce (Velocette) immediately dashed in front and went on to win a well-

judged race. Winner of the 50 c.c. race over six laps of a shortened course was 18-year-old Donald Buchan, brother of Jimmy.

350 c.c. Experts Harried (6 laps).—I. A. Smith (B.S.A.), 58.9 m.p.h.; 2. G. D. Bell (Norton); 3. W. Sample (B.S.A.). **Unlimited c.c. Experts Harried** (6 laps).—I. W. Callcut (Norton), 59 m.p.h.; 2. A. Smith (B.S.A.); 3. G. Sutherland (Norton). **55 c.c. Open** (6 laps).—1. D. Buchan (Icom), 46 m.p.h.; 2. A. Craven (Masarati); 3. D. O. Murray (Dunkley). **200 c.c. Open** (4 laps).—1. A. Smith (Ducati), 52.5 m.p.h.; 2. A. Muir (Triumph); 3. G. Bell (Ducati). **150 c.c. Open** (6 laps).—1. C. Bruce (Velocette), 59 m.p.h.; 2. I. Wallace (Velocette); 3. J. Buchan (Velocette). **350 c.c. Open** (6 laps).—1. R. McIntyre (Norton), 65.5 m.p.h.; 2. J. Buchan (Norton); 3. J. Adam (Norton). **Unlimited c.c. Open** (6 laps).—1. McIntyre (Norton), 66 m.p.h.; 2. G. McLeod (Norton); 3. J. Buchan (Norton). **Sidecar Race** (10 laps).—1. R. South (Norton), 52 m.p.h.; 2. W. Jackson (Triumph); 3. F. Cornhill (Norton).

Topcliffe Rally

ON a two-speed P. and M. three-fifty that looked as smart as the day it came from the Cleckheaton factory in 1915, C. F. Wilson won the Topcliffe Rally organized by the north-east region of the Vintage M.C.C. Interest in this rally grows year by year and a record entry of 49 pre-1930 solos and sidecar outfits sets out from Topcliffe, North Yorkshire, on Sunday and all but three covered the far-from-flat 50 miles to Sutton Bank.

One of the non-finishers was the oldest

entry, a 1904 350 c.c. single-gear Autoglider, grandfather of the modern scooter. The owner, W. H. Fenby, covered only a few miles before magneto trouble caused his retirement. A most unfortunate non-starter was F. D. Forster. On the 33-year-old 248 c.c. Lewis with which he competed in the 1926 Scottish Six Days' Trial he rode north from Aldershot then, on a pre-rally run at Topcliffe, the engine broke a mainshaft and he could not see the entry off before going home by train.

Riders could choose an average speed of 15, 20 or 24 m.p.h. and there were eight time checks en route. Timekeeping was remarkably keen and 23 competitors lost fewer than 10 marks on time. There were two non-stop hills for the clutchless models and two stop-and-restart tests for "modern" mounts (in which marks could be gained). One most impressive climb was that of A. Doughty on his 1914 498 c.c. single-gear T.T. Triumph. At the finish, before a huge crowd, he sailed up steep Sutton Bank at such a speed that even he expressed surprise at the urge from his ancient engine.

Best Performance.—C. F. Wilson (1915 350 P. and M.) 7 mark gained. **Fast Solo.**—J. D. Gascoigne (1920 269 Sparkbrook), 6. **Hurrier up.**—G. Kendrew (1913 740 Norton), 6. **Best Sidecar.**—J. Sizer (1922 306 Bradbury), 5. **Hurrier up.**—E. Lister (1920 500 Scott), 1. **Best Performance on the Road on Time.**—C. Spavin (1928 547 Sunbeam), 2 marks lost on time. **Competitor Coming the Furthest and Completing the Course.**—M. B. Birch, London (1928 500 Scott).

SPORTS NEWS

Thirty-six from Britain

The I.S.D.T. Entries at Single Fees: Seven Manufacturers' Teams

ENTRIES, at single fees, closed last Saturday for the International Six Days' Trial to be held in Bavaria, Germany, from September 22 to 27. Thirty-six British riders will be taking part—including those selected for the Trophy and Vase A and B teams. So far seven manufacturers' teams have been nominated. They are: Ariel: Gordon Blakeway, Ron Langston, Sammy Miller; B.S.A.: Brian Martin, Arthur Lampkin, Ed Chilton; Francis-Barnett: Ernie Smith, Bryan and Trias Sharp; Greeves: Peter Baldwin, Jack Simpson, Brian Stonebridge; James: John Harris, John Houghton, Garth Wheldon; Matchless: Dave Curtis, Sid Wicklen, Bob Manna; Triumph: John Giles, Ken Heanes, Roy Peppelow. The Army team consists of Alex Nicholson (249 Dot) and Pat Brittain and Bob Hart (249 Greeves), with D. Theobalds (249 Dot) as reserve. Private entries have been received from Michael Martin (499 B.S.A.), Frank Carey (346 Royal Enfield), Albert Glassbrook (246 Greeves) and Bryan Povey (499 B.S.A.). Final closing date for entries (at double fees) is Saturday.

Dale on Form

DICKIE DALE made the fastest lap on his B.M.W. when he won the East German Grand Prix at Sachsenring on Sunday at a speed of 92.2 m.p.h.—only 0.24 m.p.h. below the record set by Walter Zeller in 1955. Ernst Hiller (B.M.W.) was second and Eric Hinton (Norton) third. Dale, riding an N.S.U., was third in the 250 c.c. class won by Horst Fugner (MZ) with Helmut Hallmeier (N.S.U.) second.

Australian Titles

CHARLES WEST (B.S.A.), this year's Australian champion, notched easy victories in the 350 c.c. and 500 c.c. West Australian scrambles championships run over the two-mile Hilton Park circuit, Fremantle on August 3. He was unlucky not to win the unlimited c.c. event also. At half distance when in the lead his clutch failed. The 250 c.c. championship was won by Tom Clark (Jawa). Former Australian T.T. team member George Scott (riding an A.J.S.), he finished 14th in the Junior and 23rd in the Senior in 1953 led the race until two laps from the finish.

I.o.M. Rally

PLANS ARE already being made for next year's Isle of Man International Scooter Rally. The dates have been fixed—June 6 to 13—to follow T.T. week as this year.

Protest Settled

STEWARDS OF the Thruxton 500-mile Race (held June 21) met last Sunday to consider the protest from Adrian Burton and Charles Erskine against the classification of their Triumph Tiger 110, entered by Ecurie Sportive, as a non-finisher. The evidence made it clear that the machine finished and it is, therefore, placed sixth in the general classification with 211 laps. Erskine and Burton are also awarded sixth place in the 1,000 c.c. multi-cylinder class. They displace Howard German and Clifford

Rowe (Norton) in both classifications. The expected protest from John Lewis and Peter James (B.M.W.) about their placing—fourth—was not, in fact, officially submitted.

The Austin Triumph

A NEW SOUND on Midland grass tracks is that of Dennis Austin's unconventional sidecar outfit—to outward appearance a normal 498 c.c. Triumph twin. Austin, however, has modified the camshafts and crankshaft and the engine operates as two two-fifties firing together. Independent ignition systems for each plug are featured, with twin contact breakers and two coils fed from a pair of batteries in the sidecar nose. The object was to overcome wheelspin on wet grass induced by the smooth torque of an orthodox twin. Recent results indicate that the conversion has been worth while.

TV Scramble

ON OCTOBER 18 AND 19 another two-day scramble at Bentley Springs is to be run by the Wakefield Club. The first was in March and, as on that occasion, the October activities will be televised by A.B.C. It is hoped to have a sprinkling of continental riders—Nic Jensen of Belgium, Sten Lundin, Sweden, Albert Courajod, Switzerland, and Guy Bertrand, France, are interested—as well as most of the British stars. Racing will start at 1.15 p.m. each day. Profits are to go to the A.C.U. Benevolent Fund and local charities. Further details can be obtained from Denis Parkinson, Ings Road, Wakefield, Yorkshire.

Briefs

CANCELLATION: The Sittingbourne Club's scramble, to have been held on September 7, will not take place owing to difficulties in obtaining a suitable venue.

THE M.C.C. SPRINT MEETING at Wellesbourne Mountford, near Stratford on Avon on September 13 is open also to members of the Vintage, Triumph Owners, Morgan Three-wheeler, Bulldog and Wood Green clubs. Entries

The sports edition of the N.S.U. Quickly to be marketed in England shortly, as announced in last week's issue. A three-speed gear box is fitted

close September 1 (those wishing to join the M.C.C. for the event must apply not later than August 23). Secretary is A. B. Sowter, 12, Vyner's Way, Ickenham, Middlesex.

OWING TO POOR RESPONSE—only 60-odd entries were received—it has been decided to cancel the Scarborough Rally scheduled for September 13 and 14. The minimum number specified in the regulations was 125.

OBSERVERS are urgently required by the Sunbeam Club for its Novice Trial on Sunday. Volunteers should report to R. H. Marlow, the chief marshal, at the Cross in Hand Hotel, Cross in Hand, near Heathfield, East Sussex, at 10.15 a.m. There is an entry of 233.

THAT NOTED SCRAMBLER Peter Hodgson is now fit, having recovered from his leg injury received during a Northallerton scramble last May. However, on doctor's orders he has had to find a more gentle pastime than scrambling, so he is building himself a trials machine!

IN THE FRENCH moto-cross at Dieppe last Friday, Ken Heanes (498 Triumph) was victorious after winning two of the three heats (and finishing second in the third with a flat tyre). Second was the Frenchman, Rene Valeburgh (499 B.S.A.), and third was British rider Ray Marsh (498 A.J.S.).

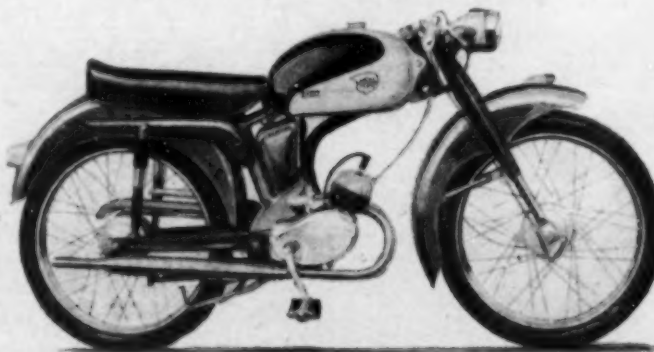
THE RENOLD SERVICE VAN, in the charge of D. J. Crennell, will be in the Isle of Man for the Manx Grand Prix practice and race periods. Mr. Crennell can be contacted at Imperial Hotel, Central Promenade, at Salisbury Garage, Fort Street; or at Gilbert Harding, Ltd., Duke Street, Douglas.

AN S.O.S. for a 2.00x18in tyre comes from Colin Campbell (113, Eden Crescent, Leeds, 4). He needs it for his Ducati which he hopes to ride in the Ilkley Reunion Trial on September 7. So far he has been unable to trace a tyre of that size. Any dealer with one in stock is asked to advise Campbell as soon as possible.

OVER 200 RIDERS are taking part in the 18-race programme of next Sunday's meeting at Brands Hatch, Kent. Among the stars are Derek Minter, Mike Hailwood and Dave Chadwick in the solo classes and Bill Boddick and Cyril Smith with their sidecar outfits. Racing starts at 12.30 p.m.

MANX GRAND PRIX competitor Allen Craven is without a machine for the Senior Race. He has a good three-fifty—the Norton owned by Denis Parkinson—but would be very pleased to hear from anyone who can lend him a five-hundred. His address is Victoria Street, Willesden, near Bingley, Yorkshire.

AMONG THE RIDERS who will be taking part in the Aberaman Club's road races at Aberdare Park on Saturday are Mike Hailwood (who will be competing on the circuit for the first time), Alan Trow, George Catlin, Fred Wallis, John Hamilton, Dan Shorey, Fren Parlow and Louis Carr. Aberdare Park is situated on A4059, the road to Cardiff. Racing begins at 1.30 p.m.



For Youngsters

Entries Invited for the Annual Pinhard Competition

CLUB secretaries are this year being specially urged by the Sunbeam Club to submit as many entries as possible for the Pinhard Prize. The competition year ends on August 31 and the closing date for entries is October 10.

The award is open to riders under 21 on 1 September 1957 who are members of clubs affiliated to the Auto-Cycle Union or the Scottish A.C.U. The winner is decided on the basis of the "most meritorious achievement in the field of motor-cycle sport" during the year September to August inclusive. In making their decision, the trustees of the fund interpret the rules broadly and take into account outstanding work on club administration in connection with sport, social functions and, for example, the R.A.C.A.C.U. training scheme as well as success in competitions.

Apart from the large trophy (presented by Len Heath) held for one year, the winner receives a replica and a cheque for £5. This year's presentation will be made during the London Show at Earls Court, November 15 to 22.

Claims must be submitted by club secretaries through A.C.U. centre secretaries or, in the case of non-territorial clubs, direct to R. T. Newbery, 72, Erpingham Road, Putney, London, S.W.15. Copies of the rules and entry forms can be obtained from centre secretaries or from Mr. Newbery (after September 9).

Last year's winner was Roy Pepkow, the well-known Triumph rider. Among previous winners—in 1951-52—was Miss M. Towler of the London Ladies Club.

Usher Married

AT Dartford Register Office last Saturday morning the famous Matchless trials rider, Ted Usher, was married to Miss Frances Vera McGarry. Best man was Usher's elder brother Jack and matron of honour was Mrs. Gordon Jackson, wife of the 1957 Trials Star winner. Among the guests were Jock West, A.M.C. sales director, Peter Baldwin and Mrs. John Giles. A telegram of congratulations was received from Gordon Jackson and John Giles who were in Zurich for a moto-cross meeting.

Exide Battery

A NEW six-volt battery designated 3-ER5 has been added to the Silver Exide range. It supersedes type 3-LFT2 and is suitable for a large number of lightweight machines. The unit is assembled in a hard-rubber container and has a lid moulded in the same material. The inter-cell connections are made internally, a feature which adds to the battery's clean appearance. Measuring 3 1/4 in long by 3 1/4 in wide by 6 1/2 in high, the 3-ER5 has a capacity of nine ampere hours at the 20-hour rate. Its weight is approximately 6 lb. Price is £1 18s 6d. Manufacturers are Chloride Batteries, Ltd., Clifton Junction, Manchester.

FOLLOWING the reconstitution of Metal and Plastic Compacts, Ltd., as Motoplas Co., Ltd. (Armoury Road, Birmingham), the following board of directors is announced: Edward Turner, already director of B.S.A. and

managing director of the B.S.A. Automotive Division, D. J. Hardwick, general manager, Motoplas, R. J. Fearon, general manager, B.S.A.s, and J. W. Binsted, the B.S.A. accountant. Company secretary is F. Ellinghouse.

FOUR greatly enlarged special numbers of our associated journal *Flight* will be published in connection with the S.B.A.C. show at Farnborough, Hants. The first deals with Commonwealth aircraft industries and is on sale tomorrow (Friday) price 1s 6d as usual.

AN event to start from Hendon Stadium car park, North Circular Road, London, N.W.2 on Sunday, September 7 is the Road Safety Challenge Rally sponsored by the road safety committees of the boroughs of Hendon, Finchley and Willesden. The Barnet, Bulldog,

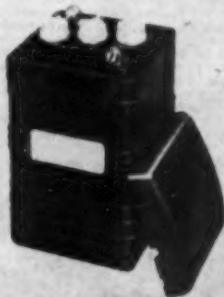
Highlights

- * The new models are on the way! Some are already finalized and in production and next week's issue will include the first announcement of a 1959 range—Panthers.
- * Val Page, designer of the Ariel Leader twin two-stroke engine-unit, gives his reasons for adopting its many interesting design features in an interview with the Technical Editor, Alan Baker. Special drawings by Lawrence Watts show all the details.
- * Guide to the Manx Grand Prix races.
- * More Holiday Notes.
- * Helpful notes on fishing in Scotland with a motor cycle for transport.
- * Full sports coverage including reports on the road-race meetings at Aberdare Park and Brands Hatch.

Next Week

Cricklewood, Triumph Owners and North London Lambretta clubs are handling the organization. The rally will finish at Five Bells Restaurant, South Mimms. Regulations may be obtained from the Organizing Secretary, Municipal Offices, East End Road, Finchley, London, N.3.

The new Exide nine-ampere-hour battery for lightweight machines



TRAINING SCHEME: The next course in the R.A.C.A.C.U. training scheme run by the Wilts Border Club will start on September 20. Organizer is M. Hawkins, 15, Notton Park, Laycock, near Chippenham, Wilts.

A NEW foreign subsidiary of Perry and Co. (Holdings), Ltd., has started business at 26, Rue de Bordeaux, Brussels, 6. The name of the subsidiary is Perry Industries S.A. and the managing director is S. V. Delo.

SOME 600 road direction signs over a 25-mile radius are being erected by the Royal Automobile Club in connection with this year's Farnborough Flying Display from September 1 to 7 and open to the public on the 5th, 6th and 7th. It is envisaged that traffic will be exceptionally heavy; visitors are urged to start early in the day and to follow the signposted routes.

IT is proposed to form a branch of the A.M.C. Owners Club in North Surrey. An exploratory meeting will be held on Thursday, September 4, at the Commonwealth Tavern, Caterham, at 8 p.m. All A.J.S. and Matchless riders who may be interested are welcome and advance details may be obtained from P. J. Sheridan, 62, Ebury Buildings, London, S.W.1.

MORE winners of road-safety badges awarded to recommended members of clubs have been announced by the Auto-Cycle Union as follows: F. Outhwaite (Darlington Students' Union), R. Smith snr (Devonport), K. Watkinson (Liverpool Imperial), A. F. Sleightstone (North Liverpool), A. Miles (Pontypool), R. Hussey (Pendleton), J. Groves (Somerton).

REGULATIONS are available for the following events: the Gloucester and Cotswold Club's regional-restricted Gloucestershire Grand National (August 30). Entries close August 23. Secretary is D. J. Baldrey, Kelynn, 20, Cheltenham Road East, Gloucester.

The Vespa Club of Britain's National Rally at Northampton (September 7). Entries close August 27 and should be sent to The President, Vespa Club of Britain, 408, Finchley Road, London, N.W.2.

The Dorset Road Safety Rally organized by the Blandford, Weymouth and South Dorset clubs in collaboration with the Blandford and Dorchester road-safety committees (August 31). The rally is open to any rider or driver whether a club member or not. Entries close August 27 and should be sent to D. Aitken, 11, Damory Street, Blandford, Dorset.

Ilkley Club's Veterans Reunion Trial (September 7). Entries close August 30. Secretary is J. S. Duxbury, 31, Newall Avenue, Otley, Yorkshire.

Vintage Club's Coventry-Birmingham Veteran Parade (September 14). Entries close September 1 and should be sent to F. Bussey, 2, Waller Close, Leek Wootton, near Warwick.

Nottingham Tornado Club's East-Midland Centre Team Championship and solo and sidecar races at Mallory Park (September 24). Entries close September 1. Secretary is F. H. Wallis, 41, Knole Road, Wollaton, Nottingham.

Dublin Club's International Irish Moto-Cross (September 27). Entries close September 6 and should be sent to H. Richardson, Moxa-Cross, Dublin and District M.C.C., 37, Eschequer Street, Dublin.

The North-Western Centre's International Aintree road races (September 27). Entries close September 6. Secretary is J. R. Greene, Alderley, Brownhill Road, Blackburn, Lancs.

Border Motor Racing Club's open meeting at Charterhall Airfield (September 28). Entries close September 11. Secretary is C. N. Fairburn, 34, Ripon Gardens, Newcastle-upon-Tyne, 2.

Swansea Club's national Cambrian Trial (September 20). Entries close September 12. Secretary is W. J. Cload, 131, High Street, Swansea.

South Birmingham Club's national Greensmith Trial (September 28). Entries close September 13. Secretary is Mrs. D. Watson, 35, Hurst Green Road, Bentley Heath, Solihull, Warwick.

The national West of England Trial (October 4). Entries close September 13. Secretary is Miss P. Keene, 8, Ryden Road, Kingsteignton, Newton Abbot, Devon.

Chester Club's national road races at Oulton Park (October 4). Entries close September 13. Secretary is J. Smith, 25, Faulkner Street, Hoole, Chester.

Chester Club's regional-restricted Reliance Trial (October 5). Entries close September 20. Secretary is A. Evans, Derwent House, Mouldsworth, near Chester.

Bristol Clubs' national John Douglas Trophy Trial (October 11). Entries close September 27. Secretary is A. C. Fadden, 52, Smithcourt Drive, Saxe Gifford, Bristol.

★ CLUB NEWS ★

ALPERTON AND WEMBLEY.—August 22: Open night (Swan, Sudbury, 8). 24: Coast run (Ace Café, 8.30). **A.M.C. Owners** (Bristol).—August 21: Meeting (White Lion, Fishponds Road, Eastville, 7.30). (South Eastern).—August 24: Winchelsea (Lewisham Clock Tower, 9). (West Herts).—August 24: Bourton on the Water (Old Gray Mare, 10). **Road Minicar** (Leicester).—August 21: Meeting (St. Mary's, 8). 24: Manifold Valley (Parr's Garage, 10). **Boats**.—August 24: Rumble (University West Gate, Beeston Lane, 2.30). **Broughton and Bretton**.—August 21: Beetle drive (H.Q., 8). **Central Leeds**.—August 24: Matlock (Westgate, 9). **Clydebank**.—August 24: Gananan Sands (H.Q., 10.30). **Devonport**.—August 22: Games (H.Q., 8). 23: Social evening at Tacealmit Club (Laira roundabout, 7). 24: Bigbury on Sea (Morley, 10.30). **Dittons**.—August 24: Brands Hatch (Paddock Bend, 2). **East Acton**.—August 23: Camping weekend (Duke of York, 3). 27: Records (Duke of York, 8). **Eltham**.—August 22: Meeting (17, Newmarket Green, 8.30). 24: Popular-vote run (Perry Street, 9.30). 27: Beetle drive (H.Q., 9). **Ford**.—August 24: Lowestoft (Bob's Café, 8 and 9). **Glasgow Speedway**.—August 24:

Maidens (Paisley's Corner, 10.30). **Gloucester and Cotswold**.—August 26: Working party (Tirley, 7). **Harlow New Town**.—Treasure hunt. **Ilford**.—August 26: Natter night (Dr. Johnson, 8). **Ilkerton**.—August 24: Gagg Trophy Trial (Miners Arms, Mill Town, 11). **Kings Norton**.—August 22: Film show (H.Q., 8). **L.E. Velo** (London).—August 23: Mystery night run (Bear, Esber, 10). (Manchester).—August 24: Brownsholme Hall (Telephone House, York Street, 9.30). **Lea Bridge**.—August 24: Yarmouth (Wake Arms, 8). **Leatherhead**.—August 24: Surrey Hills grass track (noon). **Levensden**.—August 25: Club night (Three Horseshoes, St. Albans Road, Garston, 8). **Leeds Road Minicar**.—August 24: Main-road trial (Manor Garage, 9.45). 26: Business meeting (H.Q., 8). **London Douglas**.—August 22: Club night (H.Q., 8). 24: Frensham Ponds (K.L.G., 10.30 or Three Frogs, Ripley, 11.30). **London Scouters**.—August 21: Bradwell on Sea (Henly's Corner, 8.30 or Blue Cockatoo, 9). **London Touring**.—August 22: Tall-story night. **Manchester Eagle**.—August 24: Fystel Rhyder (Princess Parkway, 10.30). **Manchester Lambretta**.—August 24: Alton Towers (Albert Square, 9.30). **Manchester Vagabond**.—August

27: Club night (Ladybarn House, 8.30). **Mid-Herts**.—August 26: Mystery run (Lemsford Lane, Welwyn Garden City, 8). **Morgan Three-wheeler**.—August 24: Wark on Tyne (noon). **Norwich Sidcar**.—August 24: Photograph End (Oldham Market Place, 10). **Norwich Sidcar**.—August 24: Boating on Norfolk Broads (Shirehall, 11). 27: Club night. **Norwich Viking**.—August 24: Leiston scramble (Crown Point, 11.30). **Norwood**.—August 24: Bexhill (Palace Parade, 9.30). **Nottingham Tornado**.—August 23: Bernard Mellor Puzzle Run (Forest football ground, 7.30). 24: Map-reading trial (Greyhound Hotel, Cromford, 11). 27: Club night (Beechdale Hotel).

Pendennis.—August 23: Gymkhana (Tregony, 3). **Plymouth Touring**.—August 24: Assist with Lorry Driver of the Year Competition (Home Park, Plymouth). **Prime Eagles**.—August 24: Treasure hunt (Stratford Church, 10).

Ringwood.—August 26: Club night (H.Q., 8). **Rochester, Chatham**.—August 22: Treasure hunt (Esplanade, Rochester, 7.30). **Royal Enfield Owners**.—August 24: Brands Hatch (St. Paul's, 9.30 or Lewisham Clock Tower, 10). **Rudge Eastenders**.—August 24: Beachy Head (Croydon Aerodrome, Park Way, 10).

Saints.—August 21: Club night (St. Andrew's Boys Club, 8). **St. Albans**.—August 24: Motor Cyclist of the Year Competition (Cattle Market, 2.30). **Scott Owners**.—August 22: Club night (Robin Hood, Epping Forest). **Sidcup**.—August 24: Popular-vote run (Perry Street lights, 10). **Sidcup**.—August 21: S.A. 4: Photograph 7 or Red Lion, 7.30). 26: Meeting (Red Lion, 8). **South Liverpool**.—August 24: Trial (Pontfiddog Garage). **Southern Sporting**.—August 22: Camping weekend. **Southern Triumph Riders**.—August 22: Darts (H.Q., 8). 24: Brands Hatch (Gillette's, 10). **Streatham**.—August 25: Club night (Redifon). **Secretary**: Brian N. Holmes. Flat 4, Holland House, 1, Oakfield, Sale, Cheshire. **Surrey Sidcar**.—August 24: Tunbridge Wells (Bell Street car park, 9.30).

Teasterden.—August 24: Barham grass-track racing (Lydden Hill, 2) and Novice Trial (Cross in Hand, Sussex, 11). **Thameside**.—August 23 and 24: Welsh Two-day Rally. **Trade Winds**.—August 24: Charlie Chase (H.Q., 10). **Triumph Owners** (Epping Forest).—August 24: Thames Valley (Crooked Billet, 9). 26: One-hour road trial (H.Q., 7.30). (North London).—August 24: Arundel (London Bridge, 9). (Southampton).—August 24: Stratford or Avon (Millbrook roundabout, 9). 25: Photographic competition (H.Q., 8.30). (Wolverhampton).—August 24: Chester Zoo (Odeon, Warley, 9). 25: Talk by Bob Currie of *The Motor Cycle* (H.Q., 8). **Triumph Owners of North West Kent**.—August 24: Thames Valley (H.Q., 9). 27: Stonehenge (H.Q., 8.30).

Vagabonds.—August 24: Brands Hatch (Highway Café, 10.30). 25: Club night (Bull's Head, Turnford). **Vincent H.R.D. Owners** (Coventry).—August 22: Mystery run (Phantom Coach, 8). (Derby).—August 21: Club night (Osmaston Park Hotel). (East Midlands).—August 21: Club night (Fox Hotel, Baxter Gate, Loughborough). 24: Doredale (Fox Hotel, 2). (Kent and Sussex).—August 22: Club night (59, High Street, Buxton). 24: Treasure hunt (Bull Hotel, noon). (Mansfield).—August 21: Club night (William IV, Sutton Road). (Oxford).—August 22: Club night (Chequers, Horspath). (South London).—August 22: Tombola (T.A. H.Q., Bromley Road, Catford, 8). 24: Beaulieu Abbey (H.Q., 9 or Beaulieu, 12.30). (Welsh).—August 23: Aberdare Park (outside main gate). (West London).—August 25: Club night (Ickenham Community Centre).

Wandsworth.—Owing to a misunderstanding between officials it was not possible to hold the road trial on August 10; the club offers apologies to all who entered or attended at the start and were thereby inconvenienced. **Watling Association**.—August 24: West Mersea Island (Queen of Hearts, 9). **West Essex**.—August 24: Woburn Abbey (Dick Turpin's Cave, 9). 25: Club night (H.Q., 8). **West Herts**.—August 24: Bulldog gymkhana. **West London**.—August 21: Club night (H.Q., 8). 24: Source of the Thames (Hanger Lane, 9.30). **West Midlands Amateur**.—August 24: Leighton Enduro (Travelers' Rest, Dugall, near Dunstable, 10.30). 25: Committee meeting (42, Welje Road). 27: Country house night (Batchworth, 8). **Weybridge**.—August 23: Sutton road trial (Working cross-roads, 5.30). **Wickham**.—August 22: Talk (H.Q., 8.30). 24: Working party. **Wood Green**.—August 24: River trip (Alexandra Palace, 9.30). **Woolwich**.—August 21: Natter night (H.Q., 8). 24: Beachy Head (Royal Hotel, 8.45). **Worthing Eagle**.—August 21: Working party (Bury, 7). **Wycombe**.—August 22: Club night (Nag's Head, 8).

THE CLUBMAN

Important Events

Friday, August 22 to Sunday, August 24.—**Surrey**: Surrey Hills Welsh Trial, Seale Café, How's Back (A31), near Guildford, 11 p.m. (finish at same point on Sunday). **Saturday, August 23**.—**Aberdare Park**: Road races, 1.30 p.m. **Kirkcudbrightshire**: Grass-track racing, Gatehouse of Fleet, 7 p.m. **Yorkshire**: White Rose Night Trial, Orrell's Garage, Wortley Road, Rotherham, 9 p.m. **Sunday, August 24**.—**Brands Hatch**: Road races, 12.30 p.m. **Hawthorn Park**: Midland Championship Solo Scramble, Hine Heath, Shropshire, 2 p.m. **Sussex**: Sunbeam Novice Trial, Cross in Hand, 11 a.m. **Westfriesland**: Scramble, Caldcott Farm, Newton Meads, 2.30 p.m. **Kent**: Grass-track racing, Lydden Hill, near Dover, 2 p.m. **Yorkshire**: Mayfields Scramble, Ringinglow, 2.30 p.m. **Watkinson Trophy Scramble**, Sawdon, Scarborough, 2 p.m. **Herefordshire**: Scramble, Fordingbridge, 11 miles from Hereford, 2.30 p.m. **Lancashire**: Scramble, Warton, near Carnforth, 2.30 p.m. **Somerset**: Leighton Scramble, Heale's Ladder, Leighton, near Frome, 2.30 p.m. **Berkshire**: Berkshire Grand National, Bower Farm, Aldworth, near Stretey, 1 p.m. **Huntingdonshire**: Point-to-point scramble, Abbey Farm, Woodwalton Road, near Sawtry, 2 p.m. **Hampshire**: Grass-track racing, The Mount, Poulton, Ringwood, 2.15 p.m. **Suffolk**: Jock Horsfall Scramble, Mumbery Hills, Westleton, 1.30 p.m. **Devon**: August Scramble, Council Farm, Seaton, 3 p.m. **Hertfordshire**: Moto-ball, Rye House Stadium, Hoddeston, 4.30 p.m. **Nottinghamshire**: Beeston Grand National, Beeston Hall Farm, 1.30 p.m. **Denbighshire**: Autumn Trial, Garage, Pontfadog, near Chirk, 11 a.m. **Norwich on Tweed**: Scramble, Ord Mains Farm, 2.30 p.m. **Saturday, August 30**.—**Worcestershire**: Shelsley Walsh Hill-climb, near Worcester, 1 p.m. Night Trial, Kempsey Transport Café, 9.30 p.m. **Cornwall**: Scramble, The Kennels, Madron, Penzance, 5.30 p.m. **Ireland**: Road races, Kirkistown, Kircubbin, Co. Down, 3 p.m. **Carmarthenshire**: August Scramble, Castle Farm, Brynmaman, 2.30 p.m.

Saturday, August 30, and Sunday, August 31.—**Lancashire**: Highland Two-day Trial, Saturday start from Palace Hotel, Inverness, 10 a.m. **Sunday, August 31**.—**U.S.A.**: Jack Pine Run, Lansing, Michigan, 5.30 a.m. **Fecklesshire**: Scottish Scrambles Championship, fifth leg, Tarfhaugh Farm, West Linton, 2 p.m. **Cambridgeshire**: Vintage Sprint, Witchford Airfield, near Ely, 1 p.m. **Silver Jubilee Scramble**, Arrington, Old North Road (A14), 2 p.m. **Lancashire**: Rosendale Enduro, Rising Bridge filling station, Rising Bridge, Accrington-Haslingden boundary, 9 a.m. **Westmorland**: Grass-track racing, Helington, twelve miles south of Kendal on A6, 2.30 p.m. **Berkshire**: Castle Road Trial, Batchelors' Acre, Windsor, 10.30 a.m. **Northamptonshire**: Grass-track racing, on the main Peterborough-Wansford road (A47) 4 mile east of the Great North Road, 2.30 p.m. **Surrey**: Grass-track racing, Dry Hill Farm, Domesland, near Lingfield, 1 p.m. **Devon**: Bampton Star Scramble, Druidshayne Farm, Bampton, 2.30 p.m. **Hampshire**: Gaymer's Trophy Trial, Robin Hood, Standford, near Bordon, 11 a.m. **Southern Centre**: Scrambles Championship, Ockenbourne Farm, East Meon, near Petersfield, 1.30 p.m. **Motoball**, Crookham, 2.30 p.m. **Hertfordshire**: Turpin Touring Trial, Dell Café, Garston (A405), near Watford, 10.30 a.m. **Denbighshire**: Scramble, Eytton, Gyffelia, off the Johnstown-Bangor road near Wrexham, 2.30 p.m. **Worcestershire**: Scramble, Borrow Hill Farm, Feckenham, 2.30 p.m. **Midnight Rally**, West Magley, 12.01 a.m. **Monmouthshire**: Scramble, Coldra Farm, main Chepstow road, 3 p.m. **Bedfordshire**: Grass-track racing, Small Grove Farm, Pepperstock, near Luton, 2.30 p.m. **Somerset**: Mendip Championship Scramble, Lynchcombe, Westbury, on the Wells-Cheddar road (A371), 2.30 p.m. **Essex**: Eastern Centre Grass-track Championships, Skinner's Farm, Stapleford Tawney, 1.30 p.m. **Staffordshire**: Wakes Scramble, Kenwick Lane, Frechay, near Cheddle, 2 p.m. **Yorkshire**: Road-safety Rally, Elmwood Bus Garage, Shaw Hill, Huddersfield Road, Halifax, 2 p.m.

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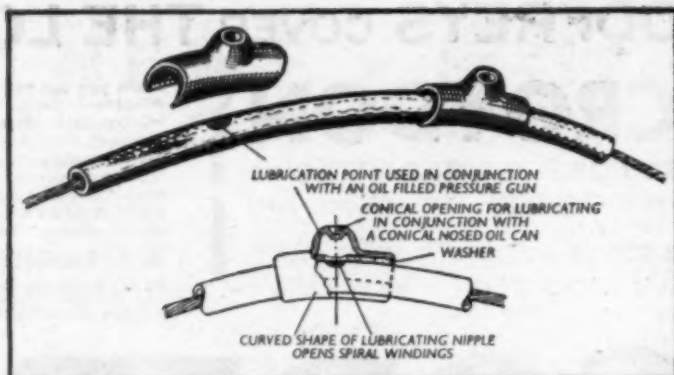
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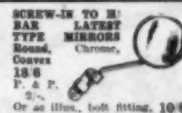
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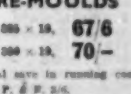
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T. W. KIRBY MOTOR CYCLES, Ltd., your A.J.S. specialists, 10, Honeo Corner, Mornchurch. Tel. 6785. [0944]

A.J.S. 350cc, brand new 1957 model; £210; terms, exchanges.—Edwards (Motors), Ltd., Taunton 2945. [C1078]

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BOB KEELER, Ltd., offer all A.J.S. models for immediate delivery; top prices for part exchanges.—125-131, Ealing Rd., Wembley 2150. [0194/R]

PUTNEY AUTOS for your new A.J.S.; immediate delivery; terms and exchanges.—263, Putney Bridge Rd., S.W.15. Put. 1198. [C1138/R]

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COMERFORDS for A.J.S., new and second-hand 1,000 machines in stock; send for lists.—Portsmouth Rd., Thames Ditton. Emb. 5531 (6 lines). [C1006]

WHITBY OF ACTON.—New models in stock, exchanges, h.p. spares.—265/273, Acton Vale, London, W.3. Rhe. 5855 (Showroom); Rhe. 6785 (Spares). [C1128/R]

A.J.S. WANTED

ROWLAND SMITH'S, the A.J.S. buyers.—Hamstead High St., London, N.W.3. Ham. 6041. [W1114/R]

GEORGE CLARKE pay most for A.J.S.—278, Brixton Hill, S.W.3. Tulse Hill 3211. [W1019]

PRIDE & CLARKE.—Highest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1099]

CLAUDE RYE urgently require all models; get our price first! h.p. accounts settled, we pay carriage.—895-921, Fulham Rd., S.W.6. Hen. 6174. [W1105/R]

WE pay £10 more for A.J.S. h.p. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading, Open 9 a.m. to 9 p.m. 6-days. Sundays 11 a.m. until 5 p.m. Tel. Reading 5277. [W1039]

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AMBASSADOR.—Manufactured by Ambassador Motor Cycles, Ltd., Ascol, Berks. Tel. Winkfield Row 3153-5. [0096/R]

GODFREYS, Ltd., Ambassador dealers all depots. See display advert. [C1058/R]

GIFFS OF SOUTH HARROW for new Ambassadors; terms, exchanges.—356, Northolt Rd., Hyson 2494. [C1053/R]

IMMEDIATE delivery of Ambassadors.—F. W. Clark, 560-562, London Rd., Thornton Heath. Tel. The. 4987. [C1165/R]

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ROWLAND SMITH'S for Ariel.

NEW models in stock.

FREE tax and insurance with second-hand motor cycles.

269 Ariel 4, 1956, almost brand new.

159 Ariel twin (Sept.) 1956 Fieldmaster, extra, exceptional condition.

135 Ariel Post, 1955, 1000cc spring frame combination, Watsonian Ascol saloon; photos at.

39 Ariel 1950 350cc, o.h.v., good condition; terms, exchanges; but open 8-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6061. [C1114]

LADDER.—Earliest delivery.—Badger Garages, Blandford Dorset. Tel. 615. [C1168]

ARNICKER OF ALDERSHOT for Ariel, etc., spares and service.—Victoria Rd. Tel. 323. [0362/R]

SALES & WANTS

Turn to page 41 for
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95 gns.—B.M.W. 1959 600cc. spring frame, carefully used; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. (C1114)

B.M.W. WANTED

COMERFORDS.—Buy B.M.W.s for cash.—Portsmouth Rd., Thames Ditton, Surrey. (W1006)

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175 gns.—B.S.A. Flash, 1955, spring frame combination, many extras, exceptional.

69 gns.—B.S.A. 1954 250cc c.v. spring frame, 4 speeds.

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45 gns.—B.S.A. Oct. 1946, ex A.A. M20 combination, coupe sidecar.

45 gns.—B.S.A. Dandy 1957, 2 speeds, spring frame, windfield, carefully used, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. (C1114)

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1957—50 500 c.v. Gold Star Clubmans trim: £239.

1955 AT 0.0: £248.

1955 350 c.v. B31 a.s.m.: £129.

1953 250 c.v. s/t: £89.

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250 c.v. c.v. 1955, 16,000 miles, Avon w/scr. panniers, one owner: £110.—Hmf, 4134 w/e, ex 6. (H241)

B.S.A. 1955 Flash Flusher with Avon sidecar 2 wheel, beige outst, excellent condition, M.P. available: £210.—Can. 2670. (H358)

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MOTO GUZZI

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98 c.c. SPORTS



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THE BIKE WITH THE
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The stylish Zigolo—from Italy's greatest motor cycle factory—has a truly amazing performance, equal to that of much bigger machines. Economically reliable, with economical running costs and small insurance premiums, the low-priced Zigolo gives you more for your money. Available by the experts, this machine is the finest value on the roads today.

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USE THIS TIME-SAVER!

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PUTNEY AUTO for your new B.S.A.: immediate delivery, terms and exchanges—265, Putney Bridge Rd., S.W.15. Put 1188. (C1188/R)

1955 B.S.A. C110 250cc 4-spd., panniers, taxed full comp. to June 1959, 10,000 miles, £90.—Bermadown 1510. (B858)

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B.S.A. WANTED

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51 HENKEL de luxe, heater.....	£319
52 HENKEL de luxe, heater.....	£319
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COMERFORDS—Immediate delivery D.K.R. Dove.—Portsmouth Rd., Thames Ditton. (C1006)

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1955 Vespa, good condition, extras, 6,500 miles, one owner, taxed, insured; 80/9s.—Amherst 0408. (B562)

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GODFREYS, Ltd.—Croydon, 208, Ot. Portland St., W.1. Forest Gate. See display advert. (S1052/R)

YOUNG'S—Vespa spares and accessories, list free.—52, Tooting Bee Rd., London, S.W.17, Bal. 7791. (B1134/R)

HUMPHREYS for Vespa spares and accessories; counter or c.o.d.—153, Hampstead Rd., N.W.1, Easton 6556. (B1058/R)

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RENNO'S, stockists, see latest Tillman, Street and lowest priced 350cc twin, £212/1/6, also 350cc Consort, foot chain, attractive model, 228/7/6, low self-financed terms, 12, 18 or 24 months to pay.—232-2-4, Upper St., Islington, N.1. Can. 2031. (C1104)

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ROWLAND SMITH'S for F. Barnett buyers.—Hampstead High St., London, N.W.3. Ham. 6041. (W1114/R)

CLAUDE RYE urgently require all models; get our price first! H.P. accounts settled; we pay your carriage.—895-921, Fulham Rd., S.W.6. Remova 6174. (W1105/R)

WE pay £10 more for Francis-Barnett; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingway Motors, 26-30, Caversham Rd., Reading, Open 9 a.m. to 9 p.m. 5 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. (W1059)

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WATKINSON MOTORS, official stockists, 136, Stockwell Rd., S.W.9. Bri. 2858. (S1174/R)

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SPEEDWAY OF ACTON, largest Lambretta stockists in Great Britain; all spares and accessories same day c.o.d.—314, Uxbridge Rd., W.3. Acton 5551-2 (S1121/R)

PALMERS for Lambretta spares and service.—81, Stanley Rd., Teddington. Molesey 1646. (S1003)

GENUINE Lambretta spares, 125/150; prompt c.o.d.—H. Mallaby & Co., 134, Micklegate, York, 24017. (0073/R)

MARBLE ARCH MOTOR SUPPLIES, Ltd., Camberwell Green.—Lambretta spares, accessories, service; rapid C.O.D.—Rodney 2181. (0283/R)

MOORES OF TOTTENHAM for genuine Lambretta spares and accessories.—649-553, High Rd., Tottenham, N.17. Tel. Tottenham 2440. (0161/R)

GODFREYS, Ltd., for special Lambretta service, spares, accessories, mechanics, all special tools; 7 depots in the London area.—See display advertisement. (S1052/R)

ASTON AUTO MOTORS OF BIRMINGHAM.—Complete range Lambretta spares and accessories; trade and retail; prompt c.o.d.—172-177, Aston Rd., Birmingham, 6. Aston Cross 3201-2. (0488/R)

LAMBRETTA SERVICE

ELEANOR MOTORS, 265, Mare St., Hackney, E.8. For sales, spares, service, repairs.—Amherst 3923. (0512)

ELEANOR MOTORS (STADIUM)—East London's fully equipped service station, spares, repairs.—95-106, Len Bridge Rd., Clapton, E.5. Amherst 1606. (0504)

MAICO

MAICO (GREAT BRITAIN), Ltd., 81a, Gloucester Rd., S.W.7. Tel. Fremantle 4518-8. Spares and workshop; 25, Actwood Mews, S.W.7. Tel. Fremantle 5519. Sole concessionaires U.K. for Malcoletta 247cc and 277cc super scooter and Malcomob 197cc, totally enclosed. All spares from stock. (0602/R)

GODFREYS, Ltd.—Appointed dealers all depots, including Leytonstone, E.11. See display advert. (C1052/R)

CLAUDE RYE.—Immediate delivery new Maico. Choice of colours; terms.—985-921, Fulham Rd., London, S.W.6. Renown 6174. (C1105/R)

SLOCOMBES OF NEASDEN!!! for your new Maico; terms and exchanges.—250-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. (C1115)

EARLY deliveries of these models are usually possible if you order now through Nick Lancaster.—55, Whitgate Drive, Blackpool. Tel. 24750. (0147)

EAST HILL MOTORS, Ltd., for your new Maico—Letta or Maico Mobel; immediate delivery from stock; demonstration models available. (0147)

TERMS and exchanges, genuine after-sales service.—57, East Hill, Wandsworth, S.W.18. Vandryke 5651. (0058)

MATCHLESS

MATCHLESS MOTOR CYCLES, Plumstead Rd., S.E.18. Tel. Woolwich 1223. (0106/R)

1957 Matchless 350 G5L, 8,200 miles; £160.—6, Farmstead Rd., S.E.6. Hitt. 6053. (B376)

ARCHERS OF ALDERSHOT for Matchless, all spares and service.—Victoria Rd. Tel. 323. (0563/R)

SLOCOMBES OF NEASDEN!!! for your new Matchless; terms and exchanges.—250-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. (C1115)

PUTNEY AUTOS for your new Matchless; immediate delivery; terms and exchanges.—263, Putney Bridge Rd., S.W.15. Put. 1186. (C1158/R)

WHITTAKERS OF BLACKPOOL for your new Matchless; immediate delivery from stock.—19, Crofton St., Blackpool. Tel. 24484. (C1139)

WHITBYS OF ACTON.—New models in stock; exchanges, h.p. spares.—365/373, Acton Vale, London, W.3. Sls. 3355 (Showrooms); Sls. 9785 (Spares). (C1128/R)

MATCHLESS G5L 350cc o.h.v.—'52 s/arm Enthusiast owned, perfect condition; w/screen, d, seat, carrier, etc.; £98 o.n.b.; credit terms.—R. Kenmore, 29, Berkeley Court, N.W.1. Wel. 8421. (B1359)

MATCHLESS WANTED

ROWLAND SMITH'S, the Matchless buyers.—Hamstead High St., London, N.W.3. Ham. 6041. (W1114/R)

GEORGE CLARKE pays most for Matchless.—370, Brixton Hill, S.W.2. Tulse Hill 3211. (W1019)

PRIDE & CLARKE.—Biggest demand, highest prices.—150, Stockwell Rd., S.W.9. Tel. Brixton 6251. (W1006)

CLAUDE RYE urgently require all models; get our price first! H.p. accounts settled; we pay carriage.—985-921, Fulham Rd., S.W.6. Renown 6174. (W1106/R)

TRIALS & SCRAMBLES MACHINES

'57 TRIUMPH Tiger Cub, Trials, swinging arm, sound throughout	£98 0
'50 TRIUMPH Cub, in Pukkah Trials trim, with 21in. front wheel, rubber saddle, alloy guards, mileage under 200, to be run in, really one off.....	£155 0
'50 GREEVES Scottish, dual seat, under 1,000 miles.....	£145 0
'55 TRIUMPH Tiger Cub, in Comp. Trim, 400 x 18 rear wheel, 21in. front, dual seat, speedometer, lights.....	£78 0
'56 GREEVES Trials, Villiers 9E motor, good tyres.....	£98 0
'56 B.S.A. B.34, Trials, dual seat, unmarked, exceptional condition.....	£148 0
'51 TRIUMPH Trophy s/a, alloy motor, good Trials tyres, dual seat.....	£49 10
'56 DOT Trials, Earles type forks, swinging arm chromium tank, 4-speed box, dual seat, lights.....	£115 0
'55 JAMES Trials, s/w-arm full width hubs, dual seat, 4-speed box.....	£49 10
'57 TRIUMPH Tiger Cub, Trials, lights, dual seat, swinging arm.....	£118 0
'50 GREEVES Scottish, rubber saddle, 1,000 miles, as new.....	£139 0
'50 ARIEL, 500 c.c. H.T. Trials, 700 miles only, outstanding.....	£198 0
'57 DOT Scrambler, green and chrome finish, no dents.....	£135 0
'54 TRIUMPH Terrier, 150 c.c., alloy motor, upswipe pipe, dual seat, 400 rear tyre, 21in. front, lights.....	£58 0
'54 GREEVES Scrambler, re-conditioned motor Amal, carburettor.....	£98 0
'57 NORMAN PE, Trials, s/a, leading link forks, full width hubs, dual seat.....	£119 0
'56 DOT Trials Trim, unmarked, chrome tank, lights, dual seat, swinging arm.....	£98 0
'56 JAMES Trials, swinging arm, 4-speed box, no lights, maroon finish.....	£86 0
'56 A.J.S. 500 c.c. Scrambler, full width hubs, good tyres, excellent motor.....	£138 0
'55 B.S.A. B.34, Gold Star Scrambler, sound throughout.....	£139 0
'55 VELOCETTE Scrambler, in superb condition, alloy motor, s/a, dual seat, nearly new tyres, recommended.....	£128 0
'53 A.J.S. Trials, 350 c.c., alloy motor, s/a, new front tyre, new dual seat, speedometer, no lights, bargain.....	£79 10
'50 MATCHLESS, 350 c.c., Trials, lights, speedometer, paintwork poor, alloy motor, a real snip.....	£19 10
'55 VELOCETTE Scrambler, black and chrome finish, s/a, dual seat, clean, no dents, T.T. Carburettor.....	£115 0
'53 MATCHLESS, 500 c.c., Trials, alloy motor, lights, dual seat.....	£78 0

NEW

FROM STOCK

ARIEL • B.S.A. • GREEVES
DOT • ENFIELD

COMERFORDS

LTD.

THAMES DITTON, SURREY

Station: SURREYTON—15 minutes from Waterloo.
Open 9 a.m. till 7 p.m. Saturdays: 9 a.m. till 6 p.m.
Telephone: EMBerbrook 5531 (6 lines)

MATCHLESS WANTED

WE pay £10 more for Matchless; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. (W1888)

MATCHLESS SPARE PARTS

JOE FRANCIS MOTORS, Ltd.—100% Matchless spares. C.O.D. and exchange service.

340 Footscray Rd., New Eltham, S.E.9. Eltham 1375. (0176)

CLAUDE RYE, Ltd.—Matchless spares specialists.—895-921, Fulham Rd., S.W.6. Renown 6174. (S1005/R)

100% service c.o.d. and trade.—E.R. Fisher Motors, Ltd., Bath Rd., Hounslow, Middx. Hounslow 1852. (S1163)

CLAUDE RYE, Ltd.—Large stocks of spares for post-war and ex-W.D. models.—895-921, Fulham Rd., S.W.6. Renown 6174. (S1005/R)

GOS KUHN.—Genuine Matchless spares stockists.—275, Clapham Rd., S.W.9. Brixton 5004 and 9435. Prompt c.o.d. by return service. (S135/R)

OSGOOD & COATES, Ltd., Matchless specialists; spares and repairs.—781-5, Old Kent Rd., London, S.E.15. New Cross 0513. (S1086)

MARBLE ARCH MOTOR SUPPLIES, Ltd., Camberwell Green.—Matchless and Burman, spares and service; rapid C.O.D.—Rodney 2181. (0284/R)

HOE STREET GARAGE, Ltd.—Genuine spares; C.O.D.; c.o.d., trade.—414, Hoe St., Wotter, Tel. Cup. 1710. (0275)

O'NEILL BROS., Ltd.—All post-war spares in stock, also Burman, Amal, Lucas, full postal service, trade supplied.—The Broadway, N.W.9. Hendon 6623. (S1179)

KAYS OF KALING, Ltd., Matchless spare parts stockists. Trade supplied, quotations or c.o.d. by return.—9-18, Bead St., Kaling, W.5. Kall 2602. (S1075/R)

PUTNEY AUTOS.—Genuine spares for post-war models; also genuine Burman gear box spares; 24-hour c.o.d. service.—263, Putney Bridge Rd., S.W.15. Putney 6867. (S1138/R)

CO.D. and service units, £10,000 spares in stock.—Rapid, 64-74, Godstone Rd., Whyteleafe, Surrey. Upl. 0695 and 259-269, Haydon Rd., Wimbledon, S.W.19. Cherrywood 3203-5. (S1162/R)

GODFREYS, Ltd.—Matchless and Burman spares stockists; c.o.d.—226-234, London Rd., Croydon, Cro. 3641-5, 208-210, Great Portland St., W.1. Bus. 4632-4, 415, Romford Rd., Forest Gate, E.7. Gra. 1234-5, 220, Barking Rd., E. Ham. Gra. 8000. 94-96, High Rd., Tottenham. Sls. 5656. (S1062/R)

MOTO-GUZZI

PRIDE & CLARKE main agents Saco Zigo super sport 3100/19/6; 40 deposit, immediate acceptance; 24 monthly payments; tax and insurance included in terms; exchanges; catalogues free.—158, Stockwell Rd., S.W.9. Bri. 6251. (C1086/R)

M.V.

MV DISTRIBUTORS, Ltd., Regent House 235, Regent St., London, W.1. (0084/R)

COMERFORDS.—£238!! 1958 M.V. 250cc, low mileage, demonstration model available. (C1800)

COMERFORDS for M.V., new and second-hand.—Thames Ditton, Surrey.—Reno, 5531 (6 lines).

NORMAN SPARE PARTS

YOUNG'S.—Complete stocks, prompt despatch.—28, 32, Teotling Bec Rd., London, S.W.17. Ham. 7799. (S1134/R)

NORTON

NORTON MOTORS, Ltd., Brambridge St., Birmingham. (0092/R)

MERCURY offer:—

£95—1954 Dominator model 7, swinging arm, nice runner.

MERCURY MOTORS, Universe House, 804-6, Harrow Rd., Wembley, Wembley 6050-9. (C1084)

ROWLAND SMITH'S for Norton.

NEW models in stock.

FREE tax and insurance with second-hand motor cycles.

215gns.—Norton Twin, 1957 600cc Dominator 90, practically brand new, terms, exchanges.—Rowland Smith, below.

79gns.—Norton Twin 1950 497cc Dominator spring frame, carefully used; terms, exchanges.—Rowland Smith, below.

105gns.—Norton Twin 1955, 497cc ohv Dominator, swinging arm, dual seat, carefully used; terms, exchanges; list: open 6-7 week-days and Saturdays.—Rowland Smith, Mumpstead (Tube), N.W.2. Ham. 6041. (C1114)

HARRY RAGE.—Toughen and many other awards won by Nortons now on view for one week.

H—Last few 1957 twins finally reduced, all new 1958 models, all colours in stock.

H—1958 ohv Dominator, 124 miles guaranteed, £239; 1954 (Dept.) 852 and 2-seater saloon, sprung wheel and brake, smart, £139; 24 months h.p.—383, King St., Macclesfield, W.6. Riverside 2037. (C1080)

N.S.U.

HUMPHREYS.

HUMPHREYS, N.S.U. Distributors for North London.
Immediate delivery, Super Max, Prima Scooter and
Quickly; full range of Quickie and Prima spares, counter
or c.o.d.—Humphreys, Ltd., 122, Hampstead Rd.,
N.W.1. Euston 3526 Sales and Euston 6536 Spares.
[C1056/R]

PANKHURST OF HAMMERSMITH.—Open to 8 p.m.
every week-day.

1956 125cc. o.e. s/frame, very low mileage, as
new, £150. s.p. terms, 100% after-sales
service.—314, King St., W.6. Tel. Riverside 1401.
Open to 8 p.m. every week-day. [C1136]

WHITBY.—Grand display N.S.U. Prima and
Quickie.—275, Acton Vale, London, W.5. She.
5555. [C1128/R]

SLOCUMBS OF NEASDEN!!! for your new N.S.U.
Prima, 250 cc. terms and exchange.—250-271, Neasden
Lane, N.W.10. Gladstone 5555-6 lines. [C1115]

CLAUDE RYE.—Immediate delivery new 5 Star
Prima, choice of colours; terms.—895-921, Fulham
Rd., S.W.6. Remond 6174. [C1108/R]

PANTHER

SLOCUMBS OF NEASDEN!!! for your new Panther;
terms and exchange.—250-271, Neasden Lane,
N.W.10. Gladstone 5555-6 lines. [C1115]

WHITTAKER OF BLACKPOOL for your new
Panther; immediate delivery from stock; also all
types of sidecars.—19, Cuckoo St., Blackpool
24828. [C1139]

RAPID MOTORS.—Every Panther available from
stock, including model 25 250 twin; largest dis-
tributors in the country.—269, Haydon Rd., Wimble-
don, S.W.19. Che. 5326-8, and 70-74, Geddons Rd.,
Whitelyale, Surrey. Uplands 0885. [C1162/R]

PANTHER WANTED

GEORGE CLARKE pay most for Panther.—270,
Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

ROWLAND SMITH'S, the Panther buyers.—Hamp-
stead High St., London, N.W.3. Ham. 6241-2, 113.
[W1114/R]

PRIDE & CLARKE.—Biggest demand, highest prices.
—158, Stockwell Rd., S.W.9. Tel. Brixton 9251.
[W1098]

WE pay £10 more for Panther; H.P. accounts set-
tled, cash balance immediately; we pay your fare
home.—Ride it to Kingsway Motors, 26-30, Cavendish
Rd., Reading. Open 9 a.m. to 9 p.m. 6 days. Sundays
11 a.m. until 5 p.m. Tel. Reading 2287. [W1059]

PANTHER SPARE PARTS

GEO. CLARKE, Ltd., largest stockists in England;
c.o.d. by return.—73, New Park Rd., S.W.2. Tulse
Hill 3211. [C1019/R]

PANTHER spares, c.o.d. by return; nearest agent to
Panther works.—Newton Motors, 367, Manchester
Rd., Bradford SF7 9B. [C1250]

JOLLY & KNOTT, Panther spares specialists, largest
stock in London, c.o.d. by return.—Please note our
new address.—38, Lonsdale Hill, Lewisham, S.E.13.
Tideval 4261. [C1065/R]

C.O.D. 24 hours service, largest spare stockist in
Great Britain, this is fact, not fiction, exchange
units in stock.—Rapid, 250-289, Haydon Rd., Wimble-
don, S.W.19. Cherrywood 3306-8. [C1160/R]

PIATTI

PIATTI.—Loshan Motor Cycle House; exchange;
h.p. terms.—Tel. 4242 Preston. [C049/R]

£75.—Piatti October 1957 125 scooter de luxe,
spare wheel, dual seat, handbrake, screen,
carrier, oil careful owner, very small mileage, nearly
new, terms, exchange.—Dilley, 374, Forest Rd., Lon-
don, K.17. [C1030]

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FOR Puch scooters and motor cycles.—Write for the
name and address of your nearest dealer to:—
SOLE Concessionaires for the British Isles.—Hyder's
Autoservice, 215-217, Knowsley Rd., Bootle, Liver-
pool, 20. [C0521/R]

G. M. CYCLES, Harrow Weald, 439, High Rd., Harrow
8656. Puch main dealers. [C1021]

RACING MOTOR CYCLES

HUDDERSFIELD.—Gold Stars and Reed Rockets,
new and used, immediate delivery, exchange,
terms.—Arnold Motors, Oxford St., Garage, Tel. 3483.
[C046/R]

WORLD champions Ove Fundin (1956) and Barry
Driggs (1957) rode Jackson-Norton speedway
machines manufactured by us, largest stockists of
J.A.P. racing engines and spares in G.B.; retail, whole-
sale, export.—Alec Jackson Motor Export, Ltd., 1009,
Harrow Rd., London, N.W.10. Leckwith 2708. [C1068/R]

GEORGE CLARKE

500 COMBINATION BARGAINS

We have the largest selection of Combinations in Great
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Combination Bargain lists and see how to save pounds.

COMBINATIONS		Cash Price
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A.J.S., '36, c.c.h.v., and Swallow Jet 50 Sports	£100 10
AMBASADOR, '32, 197 c.c., and Watkinson Blon B.S.	£80 10
ARIEL, '30, 500 c.c. h.v., and Watkinson Blon B.S.	£80 10
ARIEL, '36, 500 c.c. h.v., and Watkinson Blon B.S.	£80 10
ARIEL, '48, 350 c.c.h.v., and Swallow Sports	£80 10
ARIEL, '54, 500 c.c. h.v., and Swallow Sports	£80 10
ARIEL, '56, 500 c.c. h.v., and Swallow Sports	£80 10
ARIEL, '51, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '52, 500 c.c. h.v., and Bummer 8.5 cc.	£100 10
ARIEL, '53, 500 c.c. h.v., and Swallow Vintages D.A.	£100 10
ARIEL, '54, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '55, 500 c.c. h.v., and R.R.A. Sports	£80 10
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ARIEL, '57, 500 c.c. h.v., and R.R.A. Sports	£80 10
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ARIEL, '59, 500 c.c. h.v., and R.R.A. Sports	£80 10
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ARIEL, '61, 500 c.c. h.v., and R.R.A. Sports	£80 10
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ARIEL, '63, 500 c.c. h.v., and R.R.A. Sports	£80 10
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ARIEL, '67, 500 c.c. h.v., and R.R.A. Sports	£80 10
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ARIEL, '69, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '70, 500 c.c. h.v., and R.R.A. Sports	£80 10
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ARIEL, '74, 500 c.c. h.v., and R.R.A. Sports	£80 10
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ARIEL, '76, 500 c.c. h.v., and R.R.A. Sports	£80 10
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ARIEL, '82, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '83, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '84, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '85, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '86, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '87, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '88, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '89, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '90, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '91, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '92, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '93, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '94, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '95, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '96, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '97, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '98, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '99, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '00, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '01, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '02, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '03, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '04, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '05, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '06, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '07, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '08, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '09, 500 c.c. h.v., and R.R.A. Sports	£80 10
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ARIEL, '11, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '12, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '13, 500 c.c. h.v., and R.R.A. Sports	£80 10
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ARIEL, '23, 500 c.c. h.v., and R.R.A. Sports	£80 10
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ARIEL, '27, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '28, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '29, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '30, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '31, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '32, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '33, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '34, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '35, 500 c.c. h.v., and R.R.A. Sports	£80 10
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ARIEL, '38, 500 c.c. h.v., and R.R.A. Sports	£80 10
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ARIEL, '40, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '41, 500 c.c. h.v., and R.R.A. Sports	£80 10
ARIEL, '42, 500 c.c. h.v., and R.R.A. Sports	£80 10
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JAMES, 1957, Commodore 250 c.c. A.M.C. engine, swinging arm, dual seat, smart grey and blue finish. £139

FRANCIS-BARNETT, 1957, "Cruiser 50", 250 c.c., swinging arm, dual seat, smart green finish with chrome tank, pommers. Nice condition. £139

A.S.J., 1952, 190 500 c.c. O.H.V., swinging arm, dual seat. A very popular model. £119

FRANCIS-BARNETT, 1956 "Cruiser", 250 c.c., swinging arm, dual seat, smart finish. £119

FRANCIS-BARNETT, 1956 "Palmers", 197 c.c., swinging arm, dual seat, Ishikawa, carrier. One owner. £105

VINCENT, 1949, "Series B" Rapide 1,000 c.c., swinging arm, dual seat, smart specification. £99

SUNBEAM, 1952, 87, 500 c.c. O.H.C. Twin, a frame, dual seat, dual green finish. Two new tyres fitted. Excellent value at. £99

B.S.A., 1954, 1310, 500 c.c. O.H.V., spring frame, dual seat, motor and chrome. Good condition. £85

D.N.W., 1954, 197 c.c., swinging arm, dual seat, grey finish. Good order. £79

VINCENT, 1951, Comet, 200 c.c. O.H.V., single cylinder, swinging arm, battery model, dual seat. £79

B.S.A., 1956 (Sept.), Bantam Major, 150 c.c., swinging arm, dual seat, windshield, Ishikawa, carrier. Excellent. £75

B.S.A., 1955, Bantam Major, 150 c.c. Battery Model, swinging arm, dual seat, Ishikawa. Exceptionally smart. £65

B.S.A., 1955, Bantam 120 c.c., spring frame, dual seat, very smart. £57

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ARIEL, 1957, 120 c.c. O.H.V., spring frame, dual seat, immaculate black and chrome finish. Only 2,500 miles. As new. £107

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ARIEL, 1955, VB 250 c.c. O.V., swinging arm, dual seat with Swallow Child/Adult saloon sidecar with full length door. One owner. An ideal family outfit. £199

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USED SCOOTERS

MAJOLETTA, 1957, 250 c.c., electric starter, dual seat. Only 3,975 miles. One owner. As new. £199

DAYTON Albion, 1957, 225 c.c., 2-tone blue with chrome guard. Dual seat, windshield. One owner. £149

B.S.U. Prince, 1957, 150 c.c., electric starter, dual seat with windshield, pommers, carrier, spare wheel. Only 1,600 miles. Really immaculate and as new. £115

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1954 Tiger 110, sw. arm., d. seat, Avon screen, immac. cond.; £155.—75, The Avenue, West Wickham, Kent, Springvale 7145. (8528)

SLOCUMBS OF NEASENELL for your new Triumph; terms and exchange.—239-271, Nease Lane, N.W.10. Gladstone 5355-6 lines. (C1115)

HARWOODS OF RICHMOND—New 1958 Cub and 5T in stock; 1956 T100, £175.—14, 16, 18, Kew Post Rd., Richmond, Ric. 2045. 1/2 min. station. (C1060/R)

J. J. DOUBLE (MOTOR CYCLE) Ltd., 1958 Triumph agents; terms, spares, service, repairs.—808-811, High Rd., Goodmayes. Tel. Seven Kings 9744. (C1119/R)

JIM ALVER for 100% Triumph spares, service, parts, all models, exchange; h.p.; insurance while you wait.—97, High St., Street, Som. Tel. Street 355. (0250/R)

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SMITH'S, 36, Chalk Farm Rd., N.W.1, want Triumphs.—Gul. 2767. (0070/R)

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1955 RELIANT's 2nd year, 750 c.c., water cooled, four cylinder engine, second re-spray, in excellent condition only. £990 10

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1956 SUNBEAM ST 500 c.c., black, pommers, really immaculate. £86 10

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1955 MATCHLESS G51A, 250 c.c., highballs, etc., as new condition. £139 10

1956 NORMAN, 197 c.c., swinging arm, dual seat, 2,000 miles only. £80 10

1956 B.S.A. 125, 250 c.c., swinging arm, dual seat, Midland fairing, rear carrier, pommers, m.p. £119 10

1953 TRIUMPH ST 500 c.c. Twin, dual seat, rear carrier, spring hub, excellent condition. £119 10

1954 ROYAL ENFIELD, 350 c.c. Clifton, 500 c.c., dual seat, excellent condition. £109 10

1957 VELETTA "Valiant" 200 c.c., as new, 2,000 miles only. £140 10

B.S.A. A10 500 c.c. Twin, black, dual seat, pommers, excellent condition. £120 10

USED COMBINATIONS

1951 NORTON HERC, 500 c.c., spring frame, dual seat, windscreen with large child/adult sidecar. £140 10

1953 VINCENT "Rapide" 1000 c.c., recent overhaul, Avon fairing dual seat, with Canterbury single wheel sidecar. £230 10

1956 B.S.A. A10, 500 c.c. Twin, spring frame, dual seat, windscreen with Watsonian "Monsieur" single wheel sidecar on V.O.21 chassis, broke wheel and swinging arm. £240 10

USED SCOOTERS

1956 FROGGER, 174 c.c., large scooter with cream, dual seat, rear carrier, as new. £130 10

1957 LAMBRETTA L1A, 150 c.c., self starter, pommers, dual seat, rear carrier, excellent condition. £199 10

1957 PIATTI, 125 c.c., cream, dual seat, carrier, spare wheel. £89 10

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1956 AUSTIN, 6 h.p., grey, four-door saloon, windscreen, four almost new tyres, mechanically excellent. £810 0

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1957 MERKLEY Sports car 2-seater; 250 c.c. Excelsior engine, ex-demonstration model, low mileage. £390 10

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TRIUMPH, 1948, 5T, 500 c.c. Twin O.H.V., spring hub, tele. tele. fitted Garrard single-seat sports sidcar in match body. Fitted Watsonian child-adult on VZ11 chassis £1000
NORTON, 1950, Big 4, 500 c.c. S.V., tele. tele. dual-lens, fitted Watsonian Maxitoke child-adult on VZ11 chassis £1000
R.S.A., 1950, 520, 500 c.c. O.H.V., tele. tele. spring frame, with Watsonian Albion single-seat saloon on VZ11 chassis £1000
R.S.A., 1950, 5T, 500 c.c. O.H.V. Twin, spring frame, spot-light, etc., fitted Watsonian Maxitoke child-adult on VZ11 chassis £1000
R.S.A., 1950, 520, 500 c.c. O.H.V., tele. tele. dual-lens, fitted Watsonian Light Maxitoke (1948) child-adult £1000
TRIUMPH, 1952, 6T, 650 c.c. O.H.V. Twin, s.h.b., tele. tele., with Swallow Jet 58 single-seat sports saloon sidcar £1300
PARTNER, 1950, Model 100, 500 c.c. O.H.V., tele. tele., fitted as new double-adult Canterbury on Standard chassis £1400
R.S.A., 1951, A10, 650 c.c. O.H.V. Twin, s.h.b., tele. tele., fitted Swallow Jet 58 single-seat sports saloon in matching body £1400
A.Z.S., 1952, 150, 500 c.c. O.H.V., s.h.b., tele. tele., fitted Watsonian child-adult Maxitoke saloon sidcar £1400
R.S.A., 1953, A10, 650 c.c. O.H.V. Twin, spring frame, black, with Swallow Jet 58 sports with screen and hood. Sports £1600

HIRE PURCHASE TERMS

All machines listed here are for 1/3 Deposit, balance payable over 12, 18 or 24 months.

R.S.A., 1952, A10, 650 c.c. O.H.V. Twin, tele. tele., fitted Swallow child-adult Comet sidcar in black and silver £1400
PARTNER, 1954, Model 100, 500 c.c. O.H.V., tele. tele., piston and legshells, fitted Watsonian Comet sidcar on VZ11 chassis £1600
NORTON, 1953, 520, 500 c.c. O.H.V., s.h.b., spring, fitted new Watsonian Light Maxitoke child-adult on VZ11 chassis £1600
R.S.A., 1952, A10, 650 c.c. O.H.V. Twin, spring frame, tele. tele., fitted new Watsonian Comet on VZ11 chassis. Clean £1700
NORTON, 1955, Model 1, 500 c.c. O.H.V. Twin, s.h.b., s.h.b., fitted Watsonian Sports Avon on VZ11 chassis. Attractive £1700
ARIEL, 1953, PH, 650 c.c. O.H.V. Twin, s.h.b., tele. tele., fitted Watsonian Albion sidcar on VZ11 chassis to match £1800
ARIEL, 1954, VH, 500 c.c. O.H.V., s.h.b., tele. tele., fitted Watsonian s.h.b. saloon sidcar on VZ11 chassis £1800
ARIEL, 1954, VB, 600 c.c. O.H.V., s.h.b., tele. tele., fitted child-adult Maxitoke on Standard chassis. Clean £1900
TRIUMPH, 1954, 6T, 650 c.c. O.H.V. Twin, tele. tele., spring hub, fitted matching Garrard 580, s.h.b. sports sidcar £1900
R.S.A., 1955, A10, 650 c.c. O.H.V. Twin, s.h.b., spring, tele. tele., fitted Watsonian Light Maxitoke child-adult on VZ11 chassis £1900
ARIEL, 1954, PH, 650 c.c. Twin, s.h.b., s.h.b., fitted Buxton child-adult sidcar on Standard chassis with brake £2000
MATCHLESS, 1955, 1088, 580 c.c. O.H.V., s.h.b., tele. tele., fitted 1955 fitted Garrard 580 s.h.b. sports sidcar £2000
R.S.A., 1954, 520, 500 c.c. O.H.V., spring frame, tele. tele., fitted child-adult Light Maxitoke on Standard chassis £2100
ARIEL, 1955, 4G, 1,000 c.c. O.H.V., 4-cylinder, tele. tele., springer, fitted Swallow Tour sidcar saloon on Velocet chassis £2200
PARTNER, 1955, Model 100, 500 c.c. O.H.V., tele. tele., s.h.b., springer, fitted matching Watsonian Maxitoke with brake £2200
TRIUMPH, 1955, 6T, 650 c.c. O.H.V. Twin, s.h.b., spring, fitted Watsonian child-adult Maxitoke sidcar in good condition £2200
TRIUMPH, 1955, T10, 650 c.c. O.H.V. Twin, s.h.b., s.h.b., fitted 1957 Watsonian Maxitoke in matching silver. Sports £2400
R.S.A., 1955, A10, 650 c.c. O.H.V. Twin, s.h.b., spring, fitted late Swallow single-seat saloon Tudor on Velocet chassis £2400
ARIEL, 1957, PH, 650 c.c. O.H.V., s.h.b., s.h.b., fitted 1950 Watsonian Comet single-seat saloon sidcar £2400
R.S.A., 1957, A10, 650 c.c. O.H.V. Twin, s.h.b., springer, fitted with Swallow 5801 with brake, screen and tonneau cover £2700
ARIEL, 1957, Square Four, 1,000 c.c. 4-cylinder, fitted top Road double-adult York sidcar with wheel brake. Clean £2800

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WHITBYS OF ACTON—All Villiers spares and exchange units—253, Acton Vale, London, W.3. She. 6765. [81125/R]

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1949 Vincent Rapide R, smart machine for the year; £100

1951 Vincent Comet C touring model, ideal side-car machine; £100

1950 Vincent Rapide C, well above average condition, choice of another in sidecar trim; £150

1952 Vincent Black Shadow C, very well kept machine; £180

1955 Vincent Rapide D sports, Avon fairing, 12,000 miles only, immaculate condition; £260

1956 Vincent Black Prince streamlined model, low mileage, one careful owner; £300

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1951 Comet C and Jet 60 sidecar; £130 o.n.o.—North, 3, Woodland Ave., Woodley, Reading. [8356]

£230—1955 Vincent Rapide D, with Canterbury No. 7007. Warriner s/c, spruhy wheel and brake. [8333]

1950 Comet, exceptional cond., just had £30 overhaul; £95—4, Briton Close Bamberstead, Surrey. [8366]

1955 Vincent D Rapide sports with Swallow Jet 80 sidecar, only 15,000, immaculate; £320, exchanged—56, Norwood Rd., Southall 2860. [8372]

DEPROSE BROS. Ltd., England's fastest Vincent c.o.d. service, complete stock of post-war spares—178-184, Brownhill Rd., Catford, S.E.6. Hlt. 8866. [C1012]

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VESPA, 1954, 150 c.c., with piston seat, carrier, windscreen, Colour blue and grey. Taxed £600

R.S.A., 1955, Dandy, 70 c.c., 3-speed promoter gearbox, low mileage. One owner £600

LAMBERTA, 1955 Model, 150 c.c., with piston, carrier and windshield. Colour black and grey £700

VESPA, 1955, Model 4212, 150 c.c., complete with screen, piston seat and carrier. Grey/green £600

ZUNDAPP, 1954, Bella, 150 c.c., 4-speed footchange gears, piston seat. Colour Bella red £600

LAMBERTA, 1955, Model LDB, 150 c.c., with parking lights, piston, windshield and carrier £600

VESPA, 1957, Standard, 150 c.c., model with piston seat and bumper bars. Low mileage. Already taxed £600

ZUNDAPP, 1954, Bella, 150 c.c., 4-speed gears, complete with windshield and rear carrier. Lido green £600

HIRE PURCHASE TERMS

All machines listed here are for 1/3 Deposit

balance payable over 12, 18 or 24 months

LAMBERTA, 1956, Model LDB, 150 c.c., in grey with blue side panels, spare wheel and carrier £600

ZUNDAPP, 1955, Bella, 200 c.c., 4-speed with panner boxes, windshield and rear carrier £1000

VESPA, 1957, Ulisse, 125 c.c., model with dual-lens, windshield, s.h.b. burden. Colour Regal red £1000

DAYTON, 1956, Albatross, 225 c.c. Villiers engine, with dual-lens, carrier. Colour grey/black £1100

LAMBERTA, 1957, Model LDB, 150 c.c., with piston seat, carrier, parking light. As new £1100

LAMBERTA, 1957, Model D, 150 c.c. Sports, with piston seat and windscreen. Silver condition £800

VESPA, 1956, Gran Sport, 150 c.c., 4-speeder with dual-lens, s.h.b. burden. Blue/grey. As new £1400

R.S.A., 1956, Prime, 150 c.c., with electric starter, windshield, spare wheel, carrier. Red £1400

ZUNDAPP, 1957, Bella Model 200, with electric starter, windshield, dual-lens, carrier. Colour Bella Red £1400

T.W.S., 1957, Contessa, 200 c.c., twin piston engine, with dual-lens and windshield. Two-tone blue £1500

DUKOFF, 1958, Diana, 200 c.c., electric starter, mileage 3,500 only. As new. Colour all red £1700

MAIDOLETTA, 1957, 200 c.c. Sports model 78 m.s.h.b., with carrier. Colour two-tone grey. Immaculate £1800

COMBINATIONS AND MOTOHARS

VESPA, 1954, Model 4212, 150 c.c., and fitted with Vespa commercial bus sidcar and V type windscreen £1100

LAMBERTA, 1955, LDB, 150 c.c. Mk. III, with Buxton Rambler saloon sidcar. Colour red and grey £1800

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1958 £144.—Cliff's the Zundapp specialist, 568, Northolt Rd., South Harrow. Byr. 2464. (C1053)

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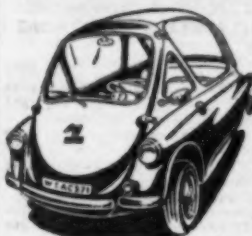
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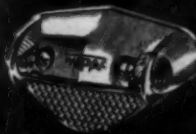
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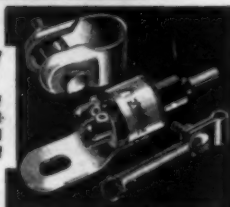
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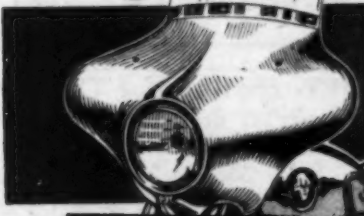
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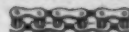
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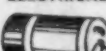
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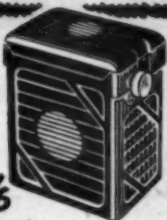
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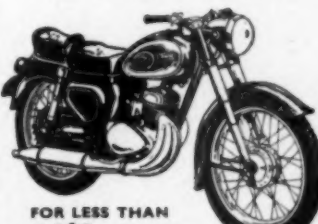
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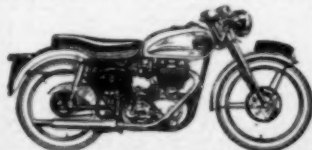
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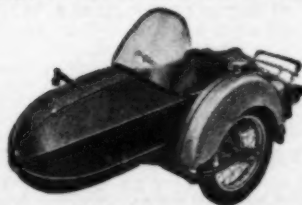
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